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paperwork*

**CBW**  
Coach and Bus Week

The PSV industry's news weekly • 14 September 1996 • Issue 235

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announced*

**NORTHERN LIGHT**

*Midi chassis  
from Ulster*



**OMNIFICENT**  
Scania's radical departure

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**1989 (January) MERCEDES BENZ  
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53 reclining seats (VOGEL), red/orange/yellow moquette, rear continental door, tinted side windows with roller blinds, power entrance door with peage window, full SUTRAK air conditioning, carpet to gangway and driver's area, finished red/cream M.O.T. NOVEMBER 1996

**1989 (February) DENNIS JAVELIN  
12M DUPLE 320**

51 reclining seats, brown/yellow/orange moquette, rear nearside floor mounted toilet, tinted side windows, power entrance door, finished white/orange/red. M.O.T. MAY 1997

**1989 (August) BOVA FUTURA  
12-290 12M**

49/51 reclining seats, grey multi red stripes, courier seat, centre sunken demountable toilet, continental door, tinted double glazed side windows, curtains, drinks machine, provision for driver's berth, driver's fan, carpet to gangway steps/driver's area, power entrance door with peage window, finished white/turquoise/blue. M.O.T. NOVEMBER 1996

**1987 (April) TOYOTA OPTIMO**

19 seats, red striped moquette, tinted side windows, power entrance door, finished all white. M.O.T. MAY 1997

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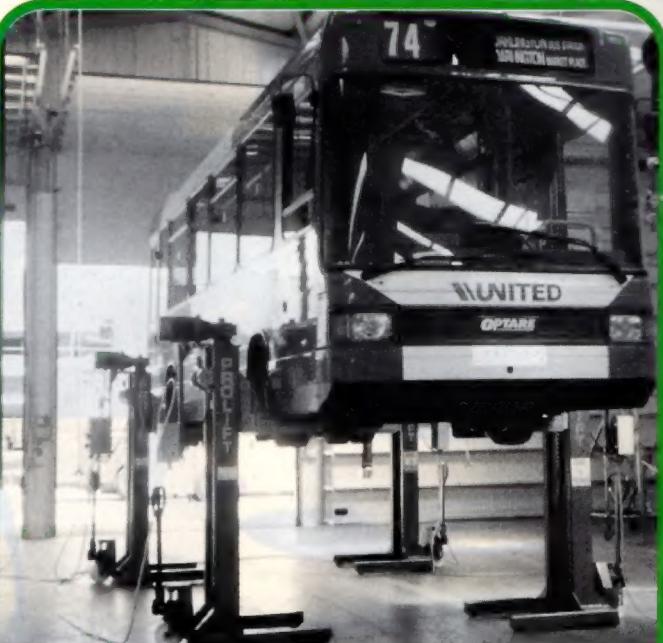


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**IF IT'S NOT CARLTON  
IT'S NOT NEOPLAN**



# Let common sense prevail

**I**F THERE'S one thing which has the ability to throw a spanner in the bureaucratic works of the enforcement agencies, it's their own rules.

Take the Prison Service as an example, who released 500 prisoners ahead of schedule because the rule book said they should — or rather, the rule book was ambiguous and, instead of letting common sense be a guide, the reasoning and final decision rested on semantics. Eventually, it took judges to resolve a simple matter.

A similar situation exists within the Traffic Area Offices. Some time ago, our columnist Marksman passed the opinion that anyone operating PSVs could quite legally affix an O disc to an eight-seater vehicle — or, for that matter, a car — and run it under his existing licence.

It wasn't just Marksman's opinion; he listed among his sources existing regulations, and reference to the Eastern Traffic Area and the North Eastern Traffic Area, both of which allow this to happen.

The commercial advantage may not be obvious, except for tour feeders or school 'taxi' contracts. Having

gone through the rigours of the PSV operating licensing, it seems overkill to then be forced to retrace the same, or similar steps, for a hackney or private-hire licence.

But the West Midlands TAO doesn't see it that way, and nor does the council. The result is that a PCV licence holder can't drive a child to school in a car without taking another, lesser driving test. So we have Birmingham PSV operators who are allowed to run 53 seaters to Austria, but cannot run a five seater to Halesowen under the same licensing arrangement.

While we understand the need for rules, there is a need for them to be interpreted not only to the letter of the law, but to reflect their intent. And, if the intent is not obvious, common sense should take over.



**Mike Morgan**  
Editor

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## ▼ Obituaries

**Chris Jones**

CHRIS Jones, the man who set up the Birmingham Bus Centre in the wake of the demise of the Carlisle business at the end of the 1980s, has died.

As a native of Birmingham he was apprenticed to "The Austin" in Longbridge where he progressed to vetting dealer orders for vans and trucks.

This was followed by a spell as West Midland sales representative for AEC and he subsequently teamed up with his Leyland opposite number for a four-year stint at the training centre in Coventry.

Mr Jones progressed to Seddon Atkinson, Hangers of Birmingham and, prior to the management buyout, NBC subsidiary, Carlyle Works. Carlyle successfully marketed 16-20 seat minibuses to the deregulated bus industry.

Mr Jones leaves a widow Lynn, daughter Emma and son Nicholas.

**Ken Cowsill**

KEN Cowsill, former West Midlands PTE marketing manager, died in University Hospital, London, from complications arising from jaundice.

Mr Cowsill, 50, will be remembered as a larger-than-life hard-living character with legendary generosity. He joined the bus industry with Greater Manchester PTE upon leaving the Signals Regiment in 1976. A series of quick promotions saw him become market research officer with the executive.

In 1982 he moved to the Saudi Arabian Bus Company and four years later returned to the UK, working with the ill-fated Air Cambridge before joining West Midland PTE in 1988.

More recently, Mr Cowsill was London operations manager for Back-Roads Touring. He was married twice, having two children from his second marriage, and had plans to remarry later this year.



Winson's Nationals up against Kinch's low-floor Pointers in first foray

## ▼ Coach and Bus

**Winson takes on Kinch**

**WINNER** of the Coach Operator of the Year, small fleets, category at last year's CBW Coach Industry Awards, Paul Winson Coaches, has made an excursion into local bus operation.

This week, two Volvo-engined Leyland Nationals started in head-to-head competition with Kinchbus on Loughborough town service.

The Winson service runs as route 12C on the

north-south A6 corridor through Loughborough town centre from Pytchley Drive to Thorpe Acre. It competes with Kinchbus service 11/12, yet Gilbert Kinch's 28-vehicle company has just invested in seven new low-floor buses for the town — see page 30.

Having expanded his fleet beyond the 0-16 vehicle category in which his firm won top honours last year, Paul Winson says the time is right to diversify into

bus services.

He aims to give bus passengers the same standard of service which has characterised his coaching operation.

The Nationals have been refurbished to a high standard by Yeates with the same moquette as the latest Winson coaches. Exterior paintwork is in the elaborate house style and Plaxton Paramount-type lower front panels and headlights are fitted.

## ▼ News Digest+++News Digest+++News Digest+++News Di

**Nat Ex profits nearly treble**

NATIONAL Express Group plc has returned half-year operating profits up from £8.9 million to £22 million, on turnover up from £114.7 million to £205.8 million.

The profit line was boosted by £1.9 million for County Bus and North East Bus, now sold; £0.6 million from acquisitions; and the first, full six-month contribution from WMT — now performing strongly.

The coaching division has turned last year's first-half loss of £83,000 into a £61,000 profit and has reduced losses from Poski Express from £598,000 to £466,000.

The bus division is now focussed on WMT, which contributed £18.5 million.

● BRIAN Souter, the Stagecoach executive chairman, was in Stockholm last week to sign for Sweden's biggest coach and bus operator,

3,500-vehicle Swebus. As it is the first foreign investment in Swedish public transport the country's industry is anxiously watching the effects of the move.

The £100 million deal, giving Stagecoach around one third of Sweden's bus network, is forced by EU privatisation legislation and represents the group's first major European acquisition (CBW, 3 August).

Swebus was owned by the Swedish state-owned railway company, SJ, and operates London-style franchised services in each of Sweden's 24 local authority controlled regions.

Annual turnover last year was £319 million and most contracts pay bus miles with revenue going to the tendering authority.

● HALIFAX magistrates have fixed 27 September for a case brought by the

Vehicle Inspectorate against the Metropolitan Borough of Calderdale under Section 19 permit regulations.

● GO-AHEAD Group's bid through Victory Rail Holdings, in which it has a 65 per cent stake, has been named preferred bidder for Thames Trains Ltd, OPRAF says.

The franchise, operating into western corridors of London, will have £200 million spent in new rolling stock over its life. Victory is also shortlisted in bids for the Docklands Light Railway.

● EAST SUSSEX operator Whites Coaches is in liquidation. The Heathfield-based company, whose managing director was Guy Cordery, had been in business for more than 50 years. At the time of insolvency, it ran five school contracts for which cover was found by the county council.

## ▼ Coach and Bus

**Eight you o****Confusion reigns**

A WEST Midlands operator who wants to run local contracts under his PSV O-licence has been told he cannot obtain O discs for vehicles with fewer than eight seats. Reg Greenhouse of Newbury Travel, near Warley, faces opposition to his applications from the Traffic Area Office (TAO) and the local council, both of whom insist it is illegal to run an eight-seater on anything but a private-hire licence.

"I'm convinced the council knows nothing about transport," said Mr Greenhouse. "I have a situation where a driver who is legally entitled to drive my coaches across a continent has to sit a council test to

## ▼ Coach

**Yeates' new md in pledge**

BUY a used coach and get a set of seatbelts free. That's the pledge from Yeates' new managing director Bill Russell. In less than six weeks, the new broom at the Volvo-owned Loughborough-based coach dealership has prepared the ground to woo customers with a series of customer-oriented initiatives.

The first is to put safety at the top of the agenda with a promise that buyers of post-1988 coaches first registered on or after 1 January 1989 will be fitted with manufacturer-approved two-point seatbelts in Yeates' own workshops — as long as the bodywork is by Plaxton, Jonckheere or Van Hool.

# seaters: can r can't you?

over whether O-discs can be used

by Mark Williams

drive an eight-seater. I've had a car sent into the council's own, special testing depot failed because the fire extinguisher it is carrying is too big."

West Midlands TAO says its advice from the Department of Transport has been that Mr Greenhouse cannot run vehicles with eight seats or fewer unless he takes separate fares for each journey.

Yet in other traffic areas, use of eight-seaters is tolerated, and a number of operators in the Eastern and North Eastern traffic areas run small minibuses as feeder vehicles. CBW colum-

nist Marksman has highlighted apparent exemptions in the Public Passenger Vehicles Act 1981 which allow eight-seaters providing they are not on an advertised or truly public service.

A DoT spokesman said: "This anomaly has come up very recently and there does seem to have been a difference of interpretation. We have sought the advice of our legal department, who will very soon be relating their opinion to all the TAOs. However, this area has not been legally tested."

• How are the rules applied in your area? Let us know by fax on 01733 467154, or phone 01733 467140.



Long-awaited: Marshall Minibuses now running on Chester rail link

▼ Bus

EXCLUSIVE

## Chester running Minibus

FIRST production models of the long-awaited Marshall Minibus entered service with municipally-owned Chester City Transport last week on a supported service linking the city's railway station with parts of the recently pedestrianised city centre. Chester's two 29-seaters are powered by the

Cummins Series B, four-cylinder, turbocharged and aftercooled Euro 2 engines with Allison four-speed automatic transmission.

The 8.5-metre integral Minibus, has exterior aluminium and GRP panels on a stainless steel body frame and chassis. The entrance and lower saloon

floors are flat leading to two 200 mm steps to the rearward third of the bus.

Entrance step height is 320 mm but kneeling brings the height to 250 mm. Cheshire County Council has co-ordinated funding for the service with Merseytravel, and five train operating companies.



Safely seated: Bill Russell and Tony Harvey

Mr Russell said: "Why should anyone riding in a used coach bought from Yeates be less safe than those travelling in a new coach?"

He promises a "proper job" meeting regulations and supported by a certificate.

Seatbelts become compulsory on post 1 October 1988 coaches used on school transport from 10 February 1997. Older

coaches are affected from 10 February 1998.

• Under Mr Russell's leadership Yeates has set its sights on a return to the glory days when coaching as its core business was its expertise.

Mike Morgan went to Loughborough to see the changes and listen to the plans. Read his exclusive interview with the new Yeates md in next week's CBW.

▼ Bus

## All change at Southampton

SOUTHAMPTON Citybus has put its four low-floor Pointers and six Northern Counties Palatine double-decks into service.

The near-£1 million investment includes a cash grant from the council for the low-floor buses, and investment in raised-kerb bus stops on six sites where

wheelchair users are likely to board.

The four Dart SLF Pointers replace an ageing Atlantean fitted with chair lifts — the vehicle used on the council's first accessible project. They will be swapped on to several routes to test public reaction.

The new double-decks with Volvo Olympian chassis also replace Atlanteans.

They have all-white livery to indicate their newness. All were stock vehicles from Northern Counties' yard, and are the first new double decks for Citybus for seven years..

▼ Bus

## Eastern Counties: £2 million

FIRSTBUS subsidiary Eastern Counties is spending £2 million on coaches and buses... with the promise of more to come.

A completely revamped route X94 Norwich-Peterborough express coach service, using four Plaxton Premiere 320s with Volvo B10M chassis, will have 'through-ticketing' arrangements with Intercity East Coast, new branding, and a customer charter which it hopes will build ridership of the already popular service.

Eighteen Plaxton Pointers with Dart SLF 10.6-metre chassis are Eastern Coun-

ties' first low-floors, but definitely won't be its last, for the company now has a policy of replacing its ageing fleet with low-floor.

Of the order, 17 are to service three major corridors through Norwich, and the last is a bonus for residents in Fakenham and Dereham — whose council-subsidised bus service was due for a DPTAC upgrade but got a low-floor bus too. Their bus goes into service at the end of the month, but the remainder of deliveries begin at the end of October. The Pointers will be replacing ageing Bristol VRs.

CBW

## In brief

## Bogus callers

WEST Midlands Travel has alerted local people to bogus callers claiming to be WMT researchers. Police suspect that the tactics, claiming interviewees can win a new car, are an attempt by burglars to discover when victims are out of the house. Perpetrators are a man and woman.

## Buses attack

VIOLENT incidents, including one in which a lamp-post was thrown at a bus, have prompted a warning that a bus service will be scrapped. Buses on a route through Noah Hill and Dagnam, Park Square, in Romford, Essex, have had bricks thrown at them, and have had their seats ripped out. Police are now patrolling the area.

## Clampdown

A POLICE spot check of 32 coaches at a Welsh jazz band championship produced one immediate prohibition and 12 delayed. South Wales Police said the result of the clampdown at Aberavon Beach, Port Talbot, West Glamorgan, gave better results than similar checks in recent months.

## Full of holes'

THE British Safety Council says seatbelt laws are "ridiculed with loopholes that make them a nonsense." The BSC and BUSK (Belt Up School Kids) have been joined by Labour transport spokeswoman Glenda Jackson in a campaign for the end of the three-for-two concession on coaches and buses, while the BSC wants to see belts on all vehicles.

## MAN centre

CHASSIS manufacturer MAN has a new centre, MAN of Kent in Maidstone, operating as a satellite of its North London service centre. Sales, parts and workshops are available at the location, at Larkfield Trading Estate, in Aylesford, just off the M20 motorway.

## ▼ Coach and Bus

# Volvo's loss Dennis' gain

UK manufacturer creeps ahead

by Mark Williams

IN this month's PSV registration figures, it looks as if Volvo's loss has been Dennis' gain.

The totalled coach and bus figures give Volvo a 42 per cent market share for the year until August, down from July's 45 per cent, while Dennis' share creeps up to 29 per cent from just under 27 per cent.

In the bus market, it's a similar picture, Dennis creeping ahead by six percentage points and widening the gap... only two percentage points at the end of July. Volvo's range of chassis has slipped to 34.4 per cent from 38 per cent.

Volvo had the coach market virtually to itself, though here, too, it has lost a little ground, now commanding 53.3 per cent of the market against last

month's 55.1 per cent.

Again, Dennis has gained a little, due mainly to deliveries of 31 Javelin-based vehicles in August when, in the same month last year, it sold just two. DAF has made up a little ground but its 7.4 per cent is still a small margin behind Scania's 10 per cent.

In a comparison of year-on-year figures, however, Volvo may have slipped one per cent or so in the overall figures but is up a per cent in the coach market — now 53.3 per cent. Dennis has enjoyed exactly two per cent more of the market so far this year, now 14 per cent, and DAF is up to 7.4 per cent.

Optare's strides have been made in the bus sector where, year on year, its share is up four percentage points to 11.4 per cent and Scania's share is up two percentage points to 8.3 per cent.

## COACH AND BUS REGISTRATIONS

	August		Year to Date			
	1996	1995	units	%	1996	1995
Volvo	87	128	1095	42.5	1131	44.0
Dennis	147	85	747	29.0	728	28.4
Scania	30	23	231	9.0	214	8.3
Optare	40	16	168	6.5	104	4.1
DAF Bus	19	10	113	4.4	117	4.6
Bova	3	4	39	1.5	39	1.5
Iveco	4	0	20	0.8	2	0.1
Others	10	32	161	6.3	231	9.0
Totals	340	298	2574	100	2566	100

## COACH REGISTRATIONS

	August		Year to Date			
	1996	1995	units	%	1996	1995
Volvo	38	59	590	53.4	569	52.3
Dennis	31	7	155	14.0	120	11.0
Scania	9	13	109	9.9	130	12.0
DAF Bus	15	5	82	7.4	62	5.7
Bova	3	4	39	3.5	39	3.6
Iveco	4	0	20	1.8	2	0.2
Others	5	20	111	10.0	165	15.2
Totals	105	108	1106	100	1087	100

## BUS REGISTRATIONS

	August		Year to Date			
	1996	1995	units	%	1996	1995
Dennis	116	78	592	40.3	608	41.1
Volvo	49	69	505	34.4	562	38.0
Optare	40	16	168	11.5	104	7.0
Scania	21	10	122	8.3	93	6.3
DAF Bus	4	5	31	2.1	55	3.7
Others	5	12	50	3.4	57	3.9
Totals	235	190	1468	100	1479	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.

Source: SMMT

Taking the raw numbers, the market looks steady, though generally up on last year, with 2,574 vehicles registered. Manufacturers must be hoping

the 235 buses registered last month, against 190 in August last year, represent more than a blip, and that low-floor replacements are lifting the scene.

## ▼ Coach and Bus

## New Ulster underframe

A NORTHERN Ireland engineering firm is poised to launch an all-new, budget-beating PSV underframe on to the market. Cannon Truck Ltd has already revealed a truck from the



Truck based on the Polish-built Star

## PICTURE EXCLUSIVE

chassis, based on a Polish-built, front-engined Star 742 chassis. The version shown, with semi-elliptical spring suspension, has a 3.28-metre wheelbase and chassis length of 6.28 metres but options up to 7.20 metres will be offered.

The PSV version is still in the planning stage but will have air suspension, probably based on a Hendrickson pattern, while brakes will be the US-made Westinghouse air system with drums. Cab design has yet to be finalised in truck and PSV versions.

The engine chosen is Cummins' well-proven, 5.9-litre 6BTA unit, driving through a ZF S5-42 gearbox into a banjo-type, single-bevel rear axle,



## At helm: William J Cannon

with a choice of two final drive ratios. The intention is to provide a low-cost option for service bus work though, with current frame height at 825 mm, a height reduction is being researched.

The company, headed by William J. Cannon, is expected to start production in Northern Ireland initially, though there is a possibility it will be transferred to mainland Britain at a later date.

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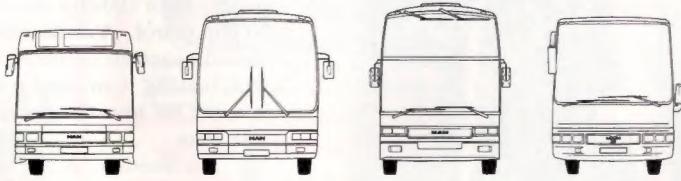
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The story doesn't end there though. MAN is now developing its PCV range even further. Plans are well advanced for new *low floor bus chassis* from MAN which will be available for the UK's leading bodybuilders.

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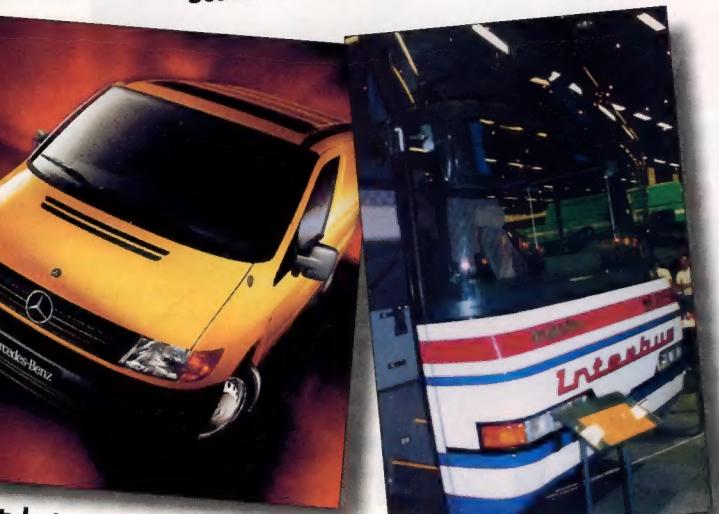
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Scania OmniCity: star of Stockholm show



Vito style turned operators heads

Volvo-powered Neoplan



Axial turns towards Sweden



Flying the flag: Holdsworth maintains British presence

## ▼ Coach and Bus

# Putting on the style in Sweden

## Finns and Germans make a show

by Mike Morgan

ALTHOUGH the Scania OmniCity was star of the Swedish Bus & Public Transport 96 show at Alvsjö near Stockholm, there was a taste of things to come from other manufacturers as the European show season gets into gear.

Whereas Scania was breaking with tradition by going down the integral route with its modular approach for the next generation of coaches and buses (see pages 12&13), one of the biggest ironies was on the Neoplan stand.

For so long a trailblazer in integral and low-floor technology, Neoplan premiered two vehicles which reversed previous trends. Its 15-metre N318/3 Regioline has semi-coach seating. While low-floor in the front half, the bus has tiered seating and three gangway steps taking passengers into the rear section. Corrugated ceiling panels are a controversial interior fitment.

Alongside the Regioline the other Neoplan taking a bow was a Cityliner on Volvo B12 chassis, continuing the body-on-chassis theme started with Dennis Javelin-chassied Transliner for the UK and similar bodied MAN 16.290 for France.

Further German innovation on display for the first time, but at the other end of the PCV scale, was the delightfully sturdy and stylish Mercedes-Benz Vito 108D, 110D and 113. These 4.66-metre-long minibuses have a gross vehicle weight of 4,600 kg and have three engine options - 80 or 100 bhp diesel or 130 bhp petrol. A show vehicle offered spacious comfort for eight, making it an ideal transfer coach for tour or excursion passengers.

But Sweden, as the land of long, wide, long-distance coaches, was epitomised by a Volvo B12 coach for the Lappalispilen express coach service

which heads north each night on the 13-hour 45-minute trip to Hemavan and Saninggarden.

At 14.75 metres long and 2.6 metres wide, this 44-seat stainless-steel framed coach bodied by Carrus of Finland was certainly big inside and out and came complete with two roof-mounted, reindeer-spotting driving lamps.

Like all Scandinavian coaches and buses at the show, the Lappalispilen has space on the left-hand side for at least one wheelchair, which gains access through a central door.

However, on coaches, the only concession to wheelchair access is a wider than normal centre entrance which has the advantage of allowing a less cluttered area around centre-sunken toilet, servery and driver's bunk entrance.

One of Finland's smaller bodybuilders is Lahden Autokori Oy. Established in 1945, around 30 per cent of its 100-coach per year output is exported. Nevertheless, it too has followed the Plaxton route to improved luggage accommodation on Volvo B10M with SE-type chassis modification on its Eagle 560.

Further competition within the Scandinavian coach market comes from Berkhof. The Netherlands coach builder is using its new Axial coach (CBW, 17 August) to spearhead a sales drive through a new distributor, Nordauto.

Meanwhile, amidst this sea of Nordic and northern European exhibits, it was gratifying to see a British manufacturer flying the flag. Holdsworth, the Yorkshire-based moquette manufacturer, has a healthy export business and was using the three-day show to promote its designs to the style-sensitive Swedes.

# SJ

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## SECOND TO NONE

### SJ SUPERDEAL



DAF 11.60 EOS, 1992, 6 speed manual gearbox, 53 reclining seats, courier seat, seat back nets, centre sunken toilet, fridge, Webasto, air conditioning, double glazing, driver's bunk, fully carpeted. MoT 22.08.97

### SJ SUPERDEAL

DAF (11.6) LAG PANARAMIC 1988, 6 speed ZF gearbox, 49 reclining seats, double glazed, centre continental door, Driver's bunk, Telma, Webasto, power door, toilet, radio/PA/cassette, TV/video, drinks, fridge, livery white/orange & brown. MoT May '97

### SJ SUPERDEAL



DAF Van Hool LD SB2300, 1990, ZF 6 speed splitter gearbox, 49 reclining seats, centre continental door, toilet, servery unit, double glazed, curtains, TV/video, radio/PA/cassette, interior brown/orange, repainted white. New MoT

### SJ SUPERDEAL

1993 DAF SB3000 Auto Van Hool Alizee body, 51 rec seats, toilet washroom, hot water boiler, curtains, centre continental door, choice of 2, 1 with TV/video.

### SJ SUPERDEAL

1993 DAF MB230 Auto Van Hool Alizee body, 57 rec seats, curtain, rear continental door.

### SJ SUPERDEAL



Leyland Tiger Plaxton Paramount 3500, 1987, 6 speed ZF gearbox, 51 reclining seats plus courier, grey/red moquette, maroon curtains, double glazed, o/s rear continental door, o/s toilet, TV/video, radio/PA, drinks, fridge. MoT 22.02.97

### SJ SUPERDEAL



Leyland Tiger L10, 1989, Alexander service bus bodies, Cummins L10 ZF automatic, 55 seats & 24 standees, painted white. MoT 30.08.97

### SJ SUPERDEAL



Leyland Tiger 245 Plaxton Supreme V, 1982, ZF 6 speed gearbox, 53 fixed seats, power door, radio/PA system, livery gold/red/black stripes. MoT 09.02.97

### SJ SUPERDEAL

Leyland Tiger 218 Plaxton Supreme, 1982, Semi automatic 6 speed gearbox, 50 reclining seats, electric retarder, tinted side windows, curtain tracks, power door, radio/PA/cassette, livery white with red/black stripes. MoT 06.12.96

### SJ SUPERDEAL

Leyland Tiger 218 Plaxton Supreme 1982, Semi automatic gearbox, 50 seats, electronic retarder, tinted windows, curtain tracks, power door, livery white with red/black stripes. MoT 31.08.97

### SJ SUPERDEAL

Leyland Tiger 245 Plaxton View Master GT, 1982, Semi automatic 63 reclining seats, power door, radio/PA system. MoT 06.12.96

### SJ SUPERDEAL

Leyland Tiger Plaxton 32, 1982, 48 reclining seats, 6 speed ZF gearbox, double glazed, rear continental door, radio/PA/cassette, white/brown exterior. New MoT

### SJ SUPERDEAL

Dennis 290 GX Plaxton Premiere, 1993, 49 reclining seats, courier seat, ZF 6 speed gearbox, toilet, fridge, servery, air conditioning, double glazing, fold down tables, lap type seat belts, curtains, seat back nets, aircraft lockers, 3 x TV monitors. MoT 11.04.97

### SJ SUPERDEAL

Volvo B10M Van Hool Alizee Super High, 1989, 32 reclining seats, plus 6 tables, GS 7 speed gearbox, double glazed, centre continental door, centre sunken toilet, Telma, Webasto, power door, radio/PA system, TV, drinks, fridge, executive kitchen, curtains, livery white/red. MoT 06.03.97

### SJ SUPERDEAL

Volvo B10M Van Hool Alizee Super High, 1989, 32 reclining seats, plus 6 tables, GS 7 speed gearbox, double glazed, centre continental door, centre sunken toilet, Telma, Webasto, power door, radio/PA system, TV, drinks, fridge, executive kitchen, curtains, livery white/red. MoT 06.03.97

### SJ SUPERDEAL

Setra Tornado 215 HD, 1992, MAN engine, ZF 7 speed gearbox, Voith retarder, 49 reclining seats & courier seat, centre sunken toilet with continental door, Webasto heating, Sutrik air conditioning, servery unit with water boiler, front mounted fridge, radio/PA/cassette system, 2 TV monitors and video, driver's bunk, driver's door with wardrobe and central locking, retrimmed and repainted white. MoT 06.12.96

### SJ SUPERDEAL



Setra S215H, 1982, Mercedes V8, ZF 6 speed gearbox, 53 reclining seats plus crew, Voith retarder, rear continental door, Webasto, radio/PA/cassette, wired for TV and video, livery white, maroon and black, interior blue seats, pink stripe, red curtains. MoT 30.04.97

### SJ SUPERDEAL

Volvo B10M Mt III Van Hool Alizee, 1991, 273 bhp, ZF HP5000 automatic gearbox, internal retarder, ABS, speed limiter, variable top speed limiter, autolube, ferry lift, kneel facility, plastic entrance door, centre continental door, half rear emergency exit, double glazed side windows with blinds, rear screen curtains, Ishringhausen driver's seat, courier seat, crew compartment, 49 reclining seats, lap belts, brown/orange moquette, mid section servery/fridge, toilet, Radiomobile radio/PA system, 2 roof air vents, forced air ventilation. Choice of 11 brown/orange, repainted white 2 pack. Variable MoTs.

### SJ SUPERDEAL



Neoplan Cityliner Super High 1993, Mercedes V8, twin turbo engine, 8 speed manual gearbox, 48 reclining seats, double courier seat, walk-in kitchen, microwave and coffee percolator, 2 video screens, radio/PA/cassette, sub tropical air conditioning, toilet with hot water, cruise control, safe, Webasto, large water tanks, extra lockers, bunk, Telma, seat belts, rear steer trailing axle. MoT 03.97

### SJ SUPERDEAL

Toyota Caetano Optimo II, 1990, 18 seats plus courier, manual gearbox, power door, radio/PA/ cassette, livery white, maroon seats, red curtains. New MoT.

### SJ UPDATE

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## ▼ Coach

## Hi-tech at Victoria Coach Station

A NEW 'talking timetable' offering details of the most popular services and a credit card booking service have been installed at Victoria Coach Station.

The special phone number connects passengers to a loop tape explaining one of 54 express services, including fares and journey time. At any time, customers can press '9' and get through to a fast-booking service.

"Tickets can then be collected on the day of travel at a designated quick-service counter," said VCS md Warwick Hillman.

## ▼ Coach

# Setting sights on the USA

Sightseers London sending top team in American promotion

by Mark Williams

SIGHTSEERS London is spending a fortnight in the USA promoting its coaching services to tour operators.

The MTL company is sending general manager Phil McMillan, business development manager Leigh Ashton and commercial manager Anne King to the States to drum up more business for the 31-vehicle fleet.

"Being able to boast President Clinton as one of our valued and satisfied customers will surely persuade people that we offer the best!" joked Mr Ashton, who will be touring the north-east states with his colleagues. The target market is the three million



### Off to the USA: Sightseers London aims to drum up more business

US tourists who visit the UK annually and, between them, spend £1.8 million.

Sightseers' existing

client list includes the American Embassy, American Travel Express, Chase Manhattan Bank, Citibank

International, IBM, the New York Institute of Technology, Pepsi-Cola and Holiday Inn.

CBW

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▼ Cover Story

# Scania's OmniCity is more than



Something to smile about: Scania's radical OmniCity has distinctive face-like front and UK double-deck could be imminent

## One of the world's biggest

## Opportunity was not lost

SCANIA'S latest generation of coaches and buses will enhance its position as the world's third-largest manufacturer of heavy buses, according to its president, Arne Karlsson.

He predicts more integration between European chassis manufacturers and bodybuilders through joint-co-operation or acquisition. Last year the world market for heavy buses increased to around 60,000 units and the

trend has continued into 1996, with Scania recording 10 per cent market share.

Its largest single market, Brazil, also shows positive trends.

"Our assessment of the market for heavy buses is that there is continued long-term growth potential in Latin America, central and eastern Europe and south-east Asia," said Mr Karlsson, "while the market in western Europe will remain

largely static.

"One of the reasons for this predicted trend is the current spate of deregulation which has promoted increasing efficiency within the bus industry."

Scania coach and bus manufacture takes place in Sweden, Brazil, Denmark, Poland and the new citybus will be produced in Angers, France. Scania has joint ventures in many other countries.

STAGECOACH has set Nordic pulses racing with its acquisition of Swebus — as the Swedish industry struggles to come to terms with the effects of privatisation and its first foreign-owned competition. However, the opportunities presented by European bus market deregulation were recognised by Arne Karlsson, president of Scania Buses & Coaches.

Mr Karlsson said deregulation implied increased demands on bus operator efficiency. As they are freed to concentrate fully on their core functions of efficient bus operation, Scania has been given new opportunities to penetrate the citybus sector.

Speaking at the launch of the first of Scania's new coach and bus range, Mr Karlsson explained that, instead of taking on responsibility for such things as service, repairs, maintenance etc, operators can now purchase these from external suppliers. Scania has, therefore, developed a range of peripheral activities, offering price-per-kilometre service agreements and financing.

Breaking the traditional mould, Scania offers to take care of bus fleets at the customer's home depot - even if they consist of more than one make. The first agreement was last year with Swebus in Denmark.



Arne Karlsson: 'latest generation coaches and buses will enhance Scania's position'

# an just a smiling face

...it's a radical departure for its Swedish manufacturer

ALTHOUGH Brian Souter was in Stockholm to sign the deal for the transfer of Sweden's largest coach and bus company, Swebus, to Stagecoach ownership, the European transport press were already in town for the World premier of Scania's new-generation citybus.

Christened OmniCity, this full-size, low-floor single deck has a distinctive smiling face and is a radical departure for the Swedish manufacturer. Plans to build the new bus at the Scania-owned DAB Silkeborg plant in Denmark and three other locations - Katrineholm in Sweden, Angers in France and later in Poland - are unlikely to include right-hand-drive vehicles.

However, Don McIntosh, md Scania Bus & Coach UK, con-

by Mike Morgan

firmed that three British body-builders were in the frame for building the new bus and the first UK single-deck OmniCity could be completed by next Autumn with a double-deck version no more than three months behind.

It is a modular chassisless design, avoiding additional gangway steps or slopes throughout its length.

Seating is extended to the rear of the bus over Scania's latest 9-litre Euro 2 engine which is mounted transversely, inclined at 60 degrees and drives at right angles through four or five-speed ZF gearbox to drop-centre rear axle with off-set differential. The entire powertrain, or just the gear-

box, can be lifted out for maintenance by undoing a single beam. A full-width engine compartment hatch lifts to give access to daily service points. There is a socket for Scania Diagnos fault-tracing system.

The OmniCity name is a signal of Scania's determination to develop as a major player on the world stage. By combining different front and rear overhangs with a choice of wheelbase, the new bus can be tailored to meet a wide variety of operating needs.

Although front and rear are made from plastic reinforced with glass fibre and steel bulkheads protect the driver, OmniCity's body structure is made almost entirely of aluminium, with longitudinal profiles designed to act as side-



**OmniCity is low-floor throughout**  
impact barriers. It uses Alusuisse bolted-aluminium construction - a system already used by DAB, the former United Bus manufacturer acquired by Scania two years ago.

## A break from tradition

OMNICITY heralds a new Scania coach and bus range based on just seven main modules, making the traditional chassis a thing of the past.

Scania's current range consists of 45 different complete chassis and current K, L and N-series familiar in the UK continue in production. But the radical new concept will be based on two main modules - front and rear axle section designed for low-floor citybus, interurban or touring coach applications.

Using a large number of components from the Scania 4-series trucks, the new coach and bus range uses a high-torque nine-litre Euro 2 engine producing 220, 230 or 260 bhp. Different drive-line layouts

complete the options but, on OmniCity, the front axle is a live unit, a further development of that fitted to the MaxCi model and positioned low down to permit 320 mm entrance and 880 mm centre aisle. Rear axle is a drop-centre one which allows a uniform interior floor height throughout the bus.

A new hub design, disc brakes and new brake cylinder attachments make both axles lighter than previous designs.

The air suspension with 90 mm kneeling function is electronically controlled, adjusting ride height when essential and a built-in 15-second delay avoids road shocks.

Scania has developed a new electrical system - the

Body Node System (BNS) - which can be programmed for a full range of requirements such as doors, interior lighting, and heating.

Instead of separate cables to each unit, all are supplied from eight fixed nodes or sockets. The nodes feature microprocessors which regulate activation and deactivation of the various current consumers with information transmitted along the same cable.

The launch of the new bus range coincides with the introduction of Scania's CD ROM-based training and product information system - CombaT bus. It uses multimedia technology to present text, graphics and sound on a display unit.

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The new range uses nine-litre Euro 2 engine

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▼ Coach

# Make your opinion count

THREE important categories are back in this year's Coach Industry Awards thanks to popular demand — Coach of the Year, Midicoach of the Year and Minicoach of the Year.

**CBW** is convinced that the central role played by coaches in the industry should be recognised on our night of the stars at Bournemouth on 23 November. Consequently we have shelved our original intention to move the vehicle awards to Coach and Bus Live at Silverstone next March.

Voting for these critical categories starts with this week's **CBW**. Fill in the voting card attached to this issue of the magazine and return it before 4 October. Your votes will count and you put yourself into a free draw for a bottle of Champagne.

Last year it was the combination of Plaxton Excalibur body on Volvo B10M which won the Coach of the Year award. Autobus Classique on Mercedes-Benz 814D took the Midicoach trophy while there was no award in the minicoach sector. The previous year's winners were Volvo/Van Hool and Toyota Optimo.

Although the judges will not have an influence on this year's winners — it is you the reader who will cast the decisive votes — it is worth noting the citation in last year's award brochure.

For Coach of the Year (40 plus seats) there were three other finalists — Scania Century, Neoplan Cityliner and Setra 250. The judges said: "Every coach operator has its favoured vehicle and there are different vehicles for different tasks. After consideration of the four finalists the judges

...use the card at the front of this issue and vote now



**Excalibur/Volvo was Coach of the Year 1995. Who will win in 1996?**

chose the Plaxton Excalibur/Volvo B10M GL. Plaxton appears to have advanced considerably in the last couple of years to produce a quality coach which is attractive to passengers and a versatile coach for the operator: it is a cost-effective vehicle with a good secondary market appeal.

To win Coach of the Year (40 plus seats) the vehicle must demon-

by Mike Morgan

strate reliability, value for money, safety, economy, and passenger/driver friendliness — all key factors in a highly competitive market. The category is open to body-on-chassis or integral, but the combination of market-leading Volvo B10M with the much-improved Scarborough-built Plaxton coachwork was considered by

the judges to be the class leader.

"The Plaxton Excalibur offers coach operators and their customers high standards of comfort at a realistic price with a current price of £148,000 on the Volvo B10M chassis.

"It was the first coach to be sold in Britain which met ECE R66 roll-over requirements and was developed from the



**Cast your vote for the best midicoach. Autobus Classique won in 1995**

outset to be aerodynamically efficient."

Will the Excalibur/Volvo be in the frame again for 1996/7? The choice is up to you, so vote now. Fill in the card and cast your vote for Coach of the Year and the two other vehicle categories in this year's Coach Industry Awards — Midicoach of the Year and Minicoach of the Year.

For each of these awards the decision goes to the entry with the most votes from bona fide O-licence holders who subscribe to *Coach and Bus Week*.

We are looking for the best vehicle in each of the three size ranges, taking into account the following criteria:

- value for money
- build quality
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- driver appeal
- ease of maintenance
- availability and cost of parts and service

What we are looking for is:

● **COACH OF THE YEAR** — the best body on chassis or integral with 40-plus maximum seating.

● **MIDICOACH OF THE YEAR** — the coach which has maximum seating in the range 16-40 passengers and is in your view the best on the market.

● **MINICOACH OF THE YEAR** — the conversion and base vehicle which produces the top minicoach seating 16 or fewer passengers.

● **RETURN THE VOTING CARD TO:** Mike Morgan, Editor, *Coach and Bus Week*, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Deadline Friday 4 October 1996.

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## ▼ Maintenance

# Wheel about to fall off,



A VI examiner found a wheel was about to fall off of a Paul Dale Travel coach at the Medway Service Area. And at a Cambridge disciplinary inquiry the company's O-licence was suspended for six days.

Paul Dale, who trades as Paul Dale Travel, of 83 Meadoway, Edgware, Middlesex, had been called before Eastern traffic commissioner Brigadier Compton Boyd because of concern over his maintenance standards. Mr Dale an international licence authorising four vehicles based at Beacon Mimms Lorry Park, South Mimms.

Brigadier Boyd said there was a critical report from the Vehicle Inspectorate and Mr Dale had been fined £400 by Chatham Magistrates after being convicted of using a vehicle in a dangerous condition.

Vehicle examiner Anthony Pearson said the vehicle

by Michael Jewell

concerned in the prosecution had been issued with a prohibition after a wheel was found with six of 10 wheelnuts/studs missing and the other four excessively loose. The wheel, which also had excessively worn stud holes, was likely to have come off at any time.

Brigadier Boyd said the defects found were almost unbelievable.

As a result of the incident, he carried out a maintenance investigation in June, said Mr Pearson. He examined three vehicles at relatively short notice and found them to be generally well maintained.

Though the inspection period was stated to be six weeks, the actual period drifted between six and eight weeks. There was no written driver-defect reporting system in use. The first-time pass rate at annual test

was some 80 per cent.

Mr Pearson said he thought the extended inspection period and the lack of a driver-defect reporting system had contributed to the condition of the prohibited vehicle. The prohibition was twice varied, on the first occasion because a brake shoe was found to be

**The wheel, which also had excessively worn stud holes, was likely to come off at any time**

damaged and on the second because the efficiency of a parking brake at the rear was too low.

Questioned by Martin Arthur, for Mr Dale, Mr Pearson said there was something known as the loose wheelnuts phenomenon. Wheelnuts did come loose

## Paul Dale Travel's O-licence suspended

but if they were checked daily they should not.

There was a difference between coming loose and the state that wheel was found to be in. He agreed that no-one fully understood why wheelnuts became loose or how quickly they became loose. He also accepted that large wheeltrims made it difficult for drivers to see wheelnuts when carrying out daily checks.

Brigadier Boyd said that, if there was a wheel-loss phenomenon, surely Mr Dale, as an experienced operator, was aware of it and he should have had a rigid checking system.

Mr Dale said he had held a licence for 12 years and his maintenance was carried out by Commercial Motors, of Watford. He drove one vehicle himself. Another was driven by his son and he had relied on

verbal defect reporting in the past. There was now a sheet in each vehicle, which the driver signed each day and, when defects were reported, the driver was given a receipt to show he had reported the defect.

The vehicle involved in the wheelnuts incident had been purchased about five or six weeks previously and had not at the time been seen by Commercial Motors. He had checked the vehicle over himself when it was purchased.

The vehicle had a puncture the weekend before the incident on the same wheel, the offside rear, and AA Fleet Rescue had come out and changed it. When the vehicle arrived back at base he had checked the tightness of the wheelnuts. The vehicle had travelled about 750 miles before the problem at Medway.

## ▼ Maintenance

# Bigfoot puts foot in it: no more local



THE previous good record of Geldards of Leeds had become tarnished after it expanded into local services, said a DoT vehicle examiner.

At a Leeds disciplinary inquiry North Eastern traffic commissioner Keith Waterworth considered what action to take against the O-licence of A Geldard & Sons, trading as Geldards Coaches and Bigfoot Buses, of 1 Chapel Lane, Armley, Leeds. Also before the commissioner was an application to increase the licence authorisation from 22 vehicles to 26.

Vehicle examiner Richard Roberts said he had carried out a maintenance investigation in May after complaints from members of the public on the 'smoky vehicles hot line'. He examined the six vehicles used on local bus services, issuing four immediate and two delayed prohibition notices. The company had just ventured into local bus service work and had bought a number of older vehicles it found needed more maintenance. He thought the

four-weekly inspection frequency was too great and the company had agreed to reduce it to two weeks for the local bus service vehicles.

Mr Roberts expressed concern that only one skilled fitter and an apprentice were employed at the time. He said he was told the company would be employing an additional fitter. Geldard's had a good record and it was only since expanding into local bus service work with ageing vehicles that its maintenance record had become tarnished. In reply to James Backhouse, for the company, Mr Roberts said there was a system of driver defect-reporting in place but whether it was effective was another matter.

Mr Backhouse said the company now employed three skilled fitters, a semi-skilled fitter and an apprentice. Vehicle examiner Mark Millard said that, on 11 July, he received a number of calls from concerned parents and staff at a primary school, claiming a Geldard's coach had arrived with a defective front



**Bigfoot Buses is the trading name of A Geldard & Sons**  
tyre to take pupils on a day trip.

When he arrived at the school he was shown a tyre removed from the coach. The tyre was badly worn, exposing the steel cords. He examined the three coaches which had undertaken the trip when they returned to the school, issuing two delayed prohibitions and two defect notices. The tachograph was not sealed at the gearbox of one of the vehicles and an-

other was not displaying an O-licence identity disc. When he spoke to the drivers, it appeared there was no set policy about when daily checks were to be carried out.

Geldard's chief mechanic Gregory Harmer said that, previously, maintenance work had been done during the day. That was difficult as the vehicles were in service.

The service buses had been

# says examiner

## ded for six days

His son had been driving it at the time and he had said he had carried out a walk-round check that morning. As he started to leave the service area, his son heard a crack and stopped. He discovered there was a problem with a rear wheel and he telephoned in. Arrangements were made for AA Fleet Rescue to go out and for the passengers to be transferred to a replacement vehicle. A traffic examiner then arrived and said he understood there was a problem.

Mr Dale said he had not realised the necessity of checking the tightness of the wheelnuts with a torque wrench after the wheel had been changed. He honestly did not know the cause of the nuts becoming loose.

Perhaps they had been over-tightened or a bit of dirt had got between a

wheelnut and the face. He understood loose wheelnuts could be a problem with the spigot-mounted wheels found on Tigers.

They had now removed all the wheeltrims, said Mr Dale. They had initially used yellow pointers on the wheelnuts, but some local 'comedian' had found

**'What bugs me is that it is just the one wheel that was the problem'**

Paul Dale

it funny to move them round. Consequently, they were now using dabs of paint, but it did mean repainting every time a wheel was changed.

"The vehicle examiner made a full inspection of the vehicle," said Mr Dale. "What bugs me is that it is

just the one wheel that was the problem."

He said the vehicles were used on school contracts and private hire. The inspection periods had become extended due to an oversight on his part. It had only happened two or three times. The vehicle had travelled about 70 miles before getting to Medway on the day concerned.

Mr Arthur said Mr Dale had been operating for 12 years without any other problems whatsoever. He found himself in his present situation due to bad luck.

Brigadier Boyd said Mr Dale had not kept the particular vehicle concerned in a fit and serviceable condition. There had been no proper system for drivers to report defects and, on the balance of probabilities, he believed a failure by the driver to check the wheelnuts led to the incident.

He did not accept the



**Mr Dale said he had not realised necessity of checking tightness of nuts with a torque wrench**

wheelnuts had become loose that day. He did not have to remind Mr Dale of the seriousness of wheels falling off when passengers were on board. Everyone knew of the lost wheels phenomenon and that was why operators had to be vigilant.

Apart from that prohibition, Mr Dale had a good record, said Brigadier Boyd. His results at annual test were better than the average. In the circumstances, he felt it would be over the top to revoke the licence but

there was a penalty to be paid in relation to Mr Dale's dereliction of duty in regard to that wheel.

Making it plain he would have revoked the licence if Mr Dale's record had not been so good, Brigadier Boyd said he had slipped up on this occasion and it was a serious matter. He warned that, should Mr Dale come back again, he might well lose his licence. He must do everything in his power to ensure wheels did not come off.

## Local services allowed for three months

purchased from large operators. He had been appalled at their condition when they arrived and that had caused more work than anticipated.

Maintenance was now carried out on a 24-hour basis and the driver-defect reporting system had been improved. He carried out periodic spot checks to ensure the drivers were checking their vehicles properly. A substantial amount of work had been done upgrading the engines of the older vehicles to eliminate smoke and oil leak problems.

Partner and CPC holder Martin Geldard said a number of drivers

had been given verbal warnings for failing to report defects. They were in the process of upgrading the service bus fleet, replacing three of the older Nationals. The increase in authorisation being sought was to give greater flexibility in vehicle operation, with increasing down time for the older vehicles.

The firm had never operated more vehicles than it was authorised to, said Mr Geldard. In fact, there were three spare licence identity discs in the office and he thought the failure to display a disc on one of the coaches on the school trip was

down to someone's laziness.

Questioned about a conviction for an axle overload, Mr Geldard said they had been carrying an American Football team. They were all big and had all sat at the back of the vehicle. The vehicle was allowed to proceed without anyone getting off after the weight was redistributed. Mr Backhouse said the fact all the areas of criticism had been addressed showed a positive attitude. Warning the firm of the need to improve maintenance standards, particularly in relation to older vehicles, and refusing any increase in vehicle

authorisation, Mr Waterworth said it was clear a number of deficiencies had been identified which Geldards had acknowledged by seeking to change its systems.

He took into account of the improvements. Imposing a condition that no additional local services be registered for three months, he said he thought it appropriate there be a short pause in the firm's expansion into local service work so the effectiveness of the new maintenance system could be assessed. He directed the VI carry out a re-appraisal in the next six months. **CBW**

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▼ UK

# Park and guide to Christm

LINCOLN'S long-established Christmas market is always popular with coach groups, so operators should be aware of the special parking provisions for this year's event, which will be held from Thursday 5 December to Sunday 8 December. The police will strictly enforce the regulations and on-street and other indiscriminate parking will be prohibited.

Coaches must drop off passengers at the designated points in Church Lane and Nettleham Road, alongside the market, and

then proceed to the official coach park. On the Thursday, the market opens from 6pm to 9.30pm and, as relatively few coaches attend, the official park will be at the Yarborough Leisure Centre. The fee will be £10 a vehicle.

On the Friday, Saturday and Sunday, the market will open from 10am to 9.30pm and the official coach park will be at RAF Scampton, which has now closed as an operational station. Drivers must again drop off passengers at the designated points in

## How operators can ensure a smooth journey to Lincoln

Church Lane and Nettleham Road - they should follow the black on yellow Christmas Market Coaches signs. On arrival, a steward will welcome each driver at one of the four drop-off points - A, B, C or D. A departure time will be agreed and drivers given an appropriate sticker. It will be stressed to drivers and passengers before they disembark that they must meet at the allocated bus stop at the agreed time - eg bus stop C at 5.30pm.

by William Golden

Drivers then should proceed to the coach park - the route will be signposted. On arrival, they will be charged £15 a vehicle (£10 for vehicles with fewer than 30 seats) and issued with a departure pass, which will also serve as a VAT receipt. The pass must be displayed in the windscreens; without it, vehicles will not be allowed back to the pick-up points.

Coaches will be parked in designated areas corresponding to departure time. The bays will be clearly signposted.

On departure, drivers must be back with their vehicles 30 minutes prior to the pick-up time and coaches will be released in strict chronological sequence. They will then be split and directed to their appropriate pick-up areas.

From there, drivers should follow the sign-



Full colour: showing the new logo are (from left) George Barbrook, marketing and development manager; John Skinner, sales manager; and expo director David Shaw

▼ UK

## Show with pull

THERE will be some extra pulling power at the 1997 National Boat, Caravan and Leisure Show, which promises to be the biggest and best to date. The show is being staged at the Birmingham NEC from 15-23 February and already an extra 1,500 square metres have been booked by the organisers.

David Shaw, exhibition director, said: "We undertook extensive visitor research this year and will be making a number of improvements as a result. Visitors can look forward to improved ticketing arrangements, better signing and visitor information, and a number of

new features. Once again, we shall be linking with the International Canoe Exhibition for the final weekend of our show. This was a most successful venture this year and provided the perfect complement to the boating aspects of our show."

Last year there were more than 127,000 visitors and Mr Shaw said he was confident of topping that in 1997. The show is also being marketed under a new logo. Mr Shaw added: "We felt it was time for a change. The new look better reflects the diversity of displays which the show now offers."

▼ Europe

## Plaza sweet in Belgium

WHOLESALE Botel Services is offering operators a five-star Winter break in Bruges for just £31 per person. Accommodation is in the Holiday Inn Crowne Plaza, in the city centre, and the price includes buffet breakfast and return Le Shuttle crossing. Two-night breaks are available for £53.

Operators planning breaks to Disneyland Paris can book one or two-night breaks at the off-site Ibis Hotel, in Evry. Prices are £23 and £33 per person respectively and include buffet breakfast and return Le Shuttle crossing.

In Holland, Botel is offering one night stays in the Park Lake Hotel, Amsterdam, for £29 per person. The price again includes buffet breakfast and return Le Shuttle crossing. A two-night stay will cost £45. All prices are based on a minimum of 25 paying passengers.

The packages are on offer from 1 December to 28 February 1997, subject to availability. Contact Botel on 01709 703535 (fax 01709 703525) for more details.

▼ UK

## Free daytime coach parking offer in Cardiff

FREE daytime parking is being offered to coach operators visiting Cardiff by Chauffeurline, which has premises in Cardiff Bay, near the city centre.

The move reflects the increase in coach traffic to the Welsh capital and is an extension to the existing facilities offered by

Chauffeurline. These include an operators' helpline (01222 394394), breakdown assistance, overnight parking and feeder drivers and coaches.

Jeff Tree, of Chauffeurline, said: "As a coach operator myself, I know how valuable these services are to visiting drivers. I am

also interested in finding out about similar amenities in other towns."

Operators wanting more information should contact Mr Tree at Chauffeurline, The Coach House, Collingdon Road, Cardiff Bay CF1 5ES, tel 01222 394394 (fax 01222 471188).

# as market

posted routes out of Lincoln. If passengers are delayed, drivers should advise the police. Officers will tannoy for the passengers to return and coaches will be allowed a short stopover. If all the passengers still do not show up, coaches will be moved to a holding area until everyone is located.

The coach park at RAF Scampton is patrolled so drivers will be able to use the free shuttle service to the Yarborough Leisure Centre and/or the Christmas market. The centre's

cafeteria will act as a rest room for coach drivers throughout the market. Hot and cold drinks and snacks will be available and there is a lounge area with a TV, pool table and games.

On the Thursday, the shuttle service will operate from the leisure centre to the market area.

**Operators wanting more details and free copies of the Christmas Market programme should contact Lincoln City council's recreation, leisure and tourism department on 01522 564503 (fax 01522 564512).**

## ▼ Worldwide

### Top drawer in States

COSMOS is featuring 30-day holidays and upmarket tours in its new 1997 America and Canada coach tours holiday.

The top-of-the-range trips will cover the east and west of the United States and the Canadian Rockies and the itineraries are being organised by Globus, its US sister company. Cosmos said it had introduced them to meet a growing demand for tours "featuring first-class and deluxe accommodation and all-in meal arrangements."

Other new tours

include Rocky Mountain Road, a 15-day trip through the Midwest starting at £1,329 per person. The lead-in price is £789 for a 10-day tour combining New York, Washington DC and Columbia. The number of combined tours has been expanded to provide for the 30-day holiday option.

Flight options include departures from Birmingham, Glasgow and Manchester and Virgin Atlantic has been added to the list of carriers.



**Very special: Clare Miles (right) presents prizes to the Smith family**

## ▼ UK

### They're a family in six million

STEVEN Smith enjoyed some family good fortune when he took his wife and daughters to the American Adventure Theme Park, in Ilkeston - and discovered he was the Derbyshire attraction's six millionth visitor.

To mark the occa-

sion, Mr Smith, his wife Jill, and daughter Rebecca, 11, and Katy, eight, were presented with free tickets to the park, champagne and flowers, and a weekend break to visit some of Granada Hotels and Entertainments' top attractions.

Clare Miles, sales and marketing manager, made the presentation and said: "We have had a great season at American Adventure and welcoming the six millionth visitor was the icing on the cake."

CBW

## Eurowatch

### WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	17C/63F	Madrid	23C/73F
Athens	29C/84F	Oslo	19F/66F
Berlin	20C/68F	Paris	23C/73F
Brussels	18C/64F	Rome	20C/68F
Dublin	17C/63F	Stockholm	14C/57F
Lisbon	24C/75F	Vienna	21C/70F
Luxembourg	22C/72F	Zurich	18/64F

### DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.58	Luxembourg	0.44
Belgium	0.53	Netherlands	0.54
Eire	0.58	Norway	0.74
France	0.53	Portugal	0.47
Germany	0.52	Spain	0.47
Greece	0.43	Sweden	0.64
Italy	0.60	Switzerland	0.62

### HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.86 Sch/£	Italy	2.30 Lire/£
Belgium	46.41 BFr/£	Netherlands	2.53 Gld/£
Denmark	8.76 K/£	Norway	9.81 Nkr/£
Eire	0.93 Punt/£	Portugal	232 Es/£
France	7.71 F/£	Spain	190 Pta/£
Germany	2.25 DM/£	Sweden	10.26 Skr/£
Greece	363 D/£	Switzerland	1.82 SFr/£



## We can't afford white elephants

THIS week has seen the Public Inquiry into the proposed increase in Humber Bridge tolls. We now await the inspector's recommendation and the minister's decision with interest. When this bridge opened in 1981 a crossing by a PSV with 17 or more seats cost £4.50. This was extremely high by contemporary standards for other estuarial crossings. It rose to £5.20 in 1986 and then to £6.50 in 1989. The Bridge Board now propose staged increases over the next three years to £7.50 and then £8.40 finishing at £9.20.

The reason for these abnormally high tolls to cross a bridge which has very little use or benefit (other than locally) is a mission impossible attempt to service the capital loan that is currently said to be increasing at £4,000 per hour. There was something fundamentally wrong in the initial calculations of usage and the way the capital costs were financed. However, despite the first of these errors, it appears the tolls paid since inception have been sufficient to not only meet the operation and maintenance costs, but also to totally repay the original construction costs.

It is the escalating of loan charges, compounded by capitalising them, that has increased the debt from £151 million when it opened to £435 million today — and that despite the Government contributing some £40 million a year for the past few years.

To my mind the Government might as well grasp the nettle now and write the debt off. To delay from doing so is to only increase the ultimate burden on the community as a whole. This would enable the tolls to be reduced to about one fifth of their present level to (well) cover the operational and maintenance costs. This might also rectify the deficiency in usage and thus restore the original concept: that this bridge would assist in economic development of the area.

The moral of the saga of the Humber Bridge is that this sort of circumstance must not be repeated. I am not certain how, for example, the privatised Skye Bridge and the second Severn Crossing are funded. I seem to think the developers have a fixed time in which to attempt to recover their costs from tolls, after that the bridges become the property of the nation and - hopefully - toll free. I trust this is right, for we neither need, nor can afford, any more expensive white elephants like the engineering masterpiece spanning the Humber.

# Sackcloth and ashes for me

**O**N two separate occasions, while awaiting passengers re-boarding at the southbound services at Watford Gap on the M1, I have been asked by car drivers how to get to places down in the West Country. By an amazing coincidence both had started their journeys from the Preston area and appeared to have simply missed the M5 intersection. It was not until they got on the M1 they realised they were miles off route.

At a different location, on a sunny day, a van driver asked me for directions to a town 70 miles away. I pointed him northwards up a certain road and told him that, after about 50 miles, he would pick up signs for the town.

He then told me that he had just come about 35 miles southwards (ie, into the sun) down that road. I find it hard to comprehend how a professional driver could have gone that distance without realising he was going in the wrong direction.

As an employer, I am not at all tolerant of drivers who get lost - especially when it results in passenger complaints. I give coach drivers an allowance to buy maps and guide books and expect drivers to use them and seek any additional advice they need before starting out on any journey. Furthermore, if they do get lost without reasonable excuse, it is a disciplinary matter.

So it is sackcloth and ashes time for me! I almost went round the Inner Ring Road at Leicester twice because I missed the exit turn I needed! Fortunately I do not have to offer excuses to anyone but if I did it would be that 'they' have moved the road! The explanation is that what used to be the A46 now has a new road number - with the erstwhile successor to the Fosse Way now routed via a new connecting link to the M1.

There does seem to be an inconsistency of practice by local authorities when roads are re-designated in this way. I have seen signs which give, below the new road number, the old one prefixed by 'formerly' or 'was'.

An equally descriptive variant of this is to show, after the new number, the old one with a diagonal line crossing it out but, in many cases, as in my Leicester experience, there is no clue whatsoever left of the previous number.

I understand there is currently a review of traffic signs. I would urge that the DoT should adopt a common form of sign to be used following road re-numbering together with a requirement for old road numbers to be displayed for a period of, say, five years from the change.

I make this suggestion not just out of embarrassed self-interest, but in the interests of road safety. The risk of accidents happening must be considerably increased if people suddenly recognise a landmark and manoeuvre to get on to a road they know they want, despite road numbering.

The accident risk must be higher still when drivers are searching around for a lost road, doing U-turns to retrace their tracks, speeding to make up for delays occasioned by getting lost, or simply agitated because of needless confusion.

Although I urge that action should be taken on this matter now, there is a possibility technology could all but make road signs obsolete. On-screen journey route indicators — which may include advice on avoiding traffic hold-ups — get better and more affordable all the time. Is it possible that, before too long, they may actually give virtual reality pictures of the actual street scenes of the routes we need to take?

## Anomaly must be sorted

A CASE is pending which could have a very significant impact on us all. It concerns whether separate registered services of less than 50 km route length which link together can be regarded as being out of scope of the EC hours legislation.

For reasons I have already discussed in this column, I believe there are very good reasons why they can, and should, be governed by the domestic hours rules.

However, I am not at all sanguine that a UK court will take the more philosophical approach which should properly be adopted in interpreting EC legislation.

For, as was seen in *The Times Law Reports* on 20 August 1996 in a Court of Sessions case concerning the tolls paid by buses using the Tay Bridge, Lord Marnoch based his judgment in that case on the presumption that linked services fell within the EC hours rules.

Should there be an adverse decision in the pending case where this is the central issue, it is essential the matter is referred to the European Court of Justice for a ruling on the interpretation of 'regular services where the route covered by the service does not exceed 30 km.'

CBW

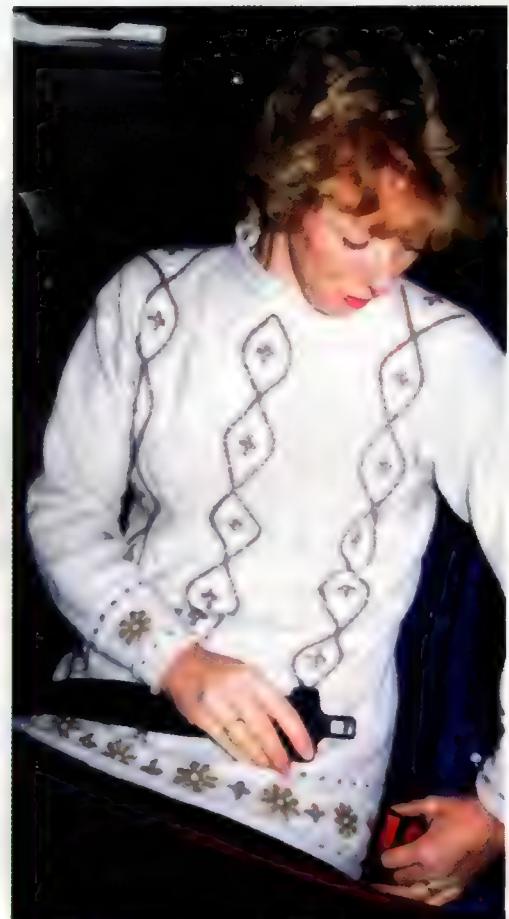
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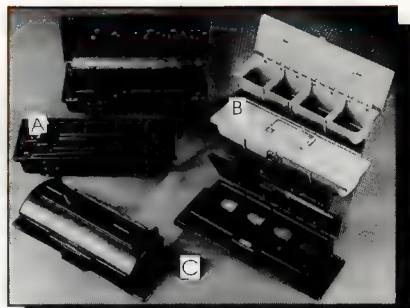
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# First, fruity. Now, like a Virgin

**T**HE sensual delights of the bus stop are only now being explored to the full.

First of all, there was the delectable figure of Elle McPherson, expertly printed on the windows such that she appeared to be luring the No 21 for a return journey to town. Then there was the 'fruity' bus stop, in which sensors detect the presence of passengers then spray them with the aroma of a tropical fruit drink.

The latest surprise for passengers lurks in 150 bus stops in London. Prompted by the infamous people sensor, a hidden radio suddenly blasts out the sound of Virgin Radio.

"Not too loud," said a Virgin spokesman. "The company has to stay within the noise regulations. And there is a button for people who want to turn the radio off."

One of the first to be installed was right outside the headquarters of rivals Capital Radio. It was 'expertly taken apart' by vandals unknown on the first night...



**What more can you do at bus stops? Answers on a postcard**

## Lasting memento of display

IN an attempt to deter revellers at the Edinburgh Festival from clambering on fragile bus shelters to gain a better view of the fireworks, the council painted the roofs of 36 'at risk' shelters with a special paint, which stays wet for weeks, manufac-

tured by a local firm.

Of course, those people who ignored the warning signs will not only have enjoyed an excellent view of the fireworks, but will have had the added and enduring excitement of watching paint dry... very slowly.

## Driver was driven to distraction

AT great risk of making light of a serious matter, we would, nonetheless, like to record a classic double entendre spotted in the *East Anglian Daily Times*.

A court heard of a bus driver, fined £150 for careless driving, who allowed his vehicle to mount the kerb near Bury St Edmunds. The problem, it seems, was that he was engaged in conversation with two alluring, female passengers.

Or, as Louise Weeden-Padghem, prosecuting, said: "He became distracted by two girls who were well up at the front..."

Ronnie Barker couldn't have put it better himself.

CBW

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- 1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
- 1994 L EOS 90 49R, toilet
- 1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
- 1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
- 1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
- 1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
- 1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
- 1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
- 1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
- 1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
- 1992 J DAF SB2305 Duple 340, 57R
- 1992 J DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
- 1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
- 1992 J DAF MB230 LT Van Hool Alizee 'H', 51R/Toilet

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- 1995 M DAF SB220 Auto, Ikarus, 49 seater bus
- 1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 seater bus
- 1992 J DAF SB220 Auto, Ikarus Citibus, 48 seater bus
- 1991 H MERCEDES 811D Optare Starrider, 33 seater bus

1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet

- 1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
- 1990 G MB230LB Van Hool Alizee 'H'
- 1990 G DAF SB3000 Van Hool 'H', 49/Toilet
- 1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
- 1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
- 1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
- 1989 F DAF MB230LB Plaxton 3500, 52R
- 1989 F DAF MB 230LB Plaxton, 51R/Toilet
- 1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
- 1988 E DAF SB2300 Duple 340SL, 53R
- 1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
- 1988 E DAF MB230LB Plaxton 3500, 53R

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- 1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
- 1990 G DAF DHTD Duple 320, 57R
- 1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
- 1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet
- 1989 PP BOVA FUTURA FHD, 49R/Toilet
- 1989 SB3000 Plaxton 3500, 51/Toilet
- 1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
- 1988 PP BOVA FUTURA FHD, 49R/Toilet
- 1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1988 E SB3000 Van Hool Alizee SH 49R/Toilet
- 1987 E SB2300 Plaxton 3200, 55R, air conditioned
- 1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned
- 1987 D DAF 2300 Van Hool Alizee 'H', 49R/Toilet
- 1987 D DAF SB 230LB Duple 340, 53R
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LETTER OF  
THE WEEK

# Let's look at drivers' problems a bit more

From **Bernard Creegan**

I have read with great interest Marksman's article entitled *Why Don't We Use Technology?* (CBW, 3 August) in which he refers to "a severe shortage of PSV drivers that may be set to get worse."

To date, in the Republic of Ireland, we have been blessed with a high standard of professional coach drivers in the industry. However, here also it is set to change — and why? Well, for many of the reasons Marksman highlighted.

Ironically, in Ireland, many of the negative sides to the job could be solved. The Irish Coach Drivers Association represents the majority of professional coach drivers in Ireland and has been campaigning for many years on many issues. Problems in two areas in particular — coach parking and hotel accommodation — have reached unacceptable levels.

As professional drivers, our first and main concern is for the safety of our passengers. Yet, year after year our pleas for set-down/pick-up points and parking areas have fallen on deaf ears.

The general frustration was highlighted earlier this year at a meeting with ICDA, the Coach Tourism Council of Ireland, and various guiding interests when a decision was sadly reached that, for the safety of our passengers, the setting down for visits at such places as Trinity College and Dublin Castle may not be possible for

the '97 season.

We are currently undergoing a boom in the hotel construction industry but, sadly, the planning authority seems to be under the impression that the clients who are going to fill these rooms will arrive by helicopter. It is impossible to get a coach near many of them. Should you succeed in getting to the front of some of these hotels — yes, you've guessed it — you are not allowed to stop. So while you assist your clients off the coach with a smile and a "Cead Mile Failte to Dublin" you are being issued with a parking ticket. By the time you attempt to unload luggage you are being ordered to MOVE ON.

Having got over all this, many drivers who are well in need of a shower and change of clothes before facing into an evening of work after an already long day, discover that the hotel doesn't even have a room for them. This is one problem which is intolerable to many of our members.

Year after year, the coach industry spends millions on researching the safety of coaches.

Yet, how much research goes into a coach driver's day? I don't need to bore you with extra work carried out by coach drivers outside of tacho hours, cleaning of coach, etc. But a hotel book-out can add dangerously to that day.

Another problem beginning to raise its ugly head is the sheer weight of some

Write to: The Editor  
*Coach and Bus Week*  
EMAP Automotive Publishing

Wentworth House  
Wentworth Street  
Peterborough PE1 1DS  
or fax 01733 467154



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie first name and surname), address and telephone number



Letter of the week wins a Corgi Classics model bus

pieces of luggage, resulting in more and more drivers and hotel porters suffering from severe back pain.

This is only the tip of the iceberg. The industry wonders why more professional coach drivers are leaving the business and perhaps I have given you an insight into some of the problems all too frequently encountered by our members which can explain the exodus from our profession.

A major concern of the ICDA is for the safety of coach travel. Many of the problems can easily be solved.

**Bernard Creegan**  
Chairman  
Irish Coach Drivers Association  
Dublin  
Ireland

## Belts are safety item

From **Peter Gent**

Re the letter from 'Anon' (CBW, 17 August). Seatbelts when worn are a safety item — yes! At least by providing them you can rest easy, remembering another old saying: "You can lead a horse to water but you can't make it drink." The schools of the children you are carrying should make all the children and parents aware that seatbelts have been made available and should be worn.

Despite the number of times the Department of Transport shows the effects of not wearing seatbelts in cars some experts still exist who 'know better' and choose not to wear seatbelts: "It will never happen to me!"

**Peter Gent**  
Quality Control Director  
Securon (Amersham) Ltd  
Bucks

## Thanks for feature

From **Paul Redwood**

I would like to thank you very much for the profile, *Shades of the USA*, on my company (CBW, 3 August).

I was very pleased with the way it was presented.

Credit must go to Alan Millar, the journalist who interviewed me. He had a very nice manner and a professional approach.

I feel that at last I have received some recognition in the trade and have had my faith restored in coaching.

Your magazine is a credit to the profession and is always interesting reading.

Thank you once again.

**Paul Redwood**  
Redwoods Travel  
Cullompton  
Devon

## Low-floor figures?

From **Campbell McKee**

You have rightly given prominence to the upsurge of interest in low-floor bus developments. In view of the increasing market penetration, might it be possible for CBW to identify monthly and year-to-date sales of low-floors within its monthly coach and bus registration statistics? I am sure readers would be very interested in a regular update of the scale of their introduction across the country, particularly in relation to future accessibility requirements for public transport.

**Campbell McKee**  
Mobility Products Association  
London EC1

Good idea, Mr McKee. Keep reading CBW every week and the industry's best news service will keep you in the picture — Ed.

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Ref: 6745

#### 1993 L VOLVO B10M VAN HOOL, 49/53 RECLINING SEATS

Exterior White Multi, Interior Grey Multi Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Soft Trim and Wiring for TV/Video.

Ref: 6609

#### 1993 K VOLVO B10M JONCKHEERE 45L (LOW DRIVER), 49/53 RECLINING SEATS

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Ref: 6687

#### 1993 L VOLVO B10M PREMIER 320, 49 RECLINING SEATS

Exterior White, Interior Grey, Orange & Blue Moquette, Radio, Pa, Cassette, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains and No Rack Doors.

Ref: 6924

#### 1993 K VOLVO B10M EXCALIBUR 3.5, 49/53 RECLINING SEATS

Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Soft Trim and Drinks Trays. Choice of Similar Vehicles

Ref: 6682 £115,950

#### 1993 K VOLVO DUPLE 425 PLAXTON, 53 RECLINING SEATS

Exterior White with Brown Stripes, Interior Grey C/S Moquette, Radio, Pa, Cassette, Driver Operated Door, Telma, Side Locker, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Air Suspension, Grey Gangway.

Ref: 7048

#### 1993 L VOLVO B10M EXCALIBUR 3.5, 51/53 RECLINING SEATS

Exterior White, Interior Multi Coloured Moquette, Radio, Pa, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Webasto, Tinted Windows, Curtains, Continental Door, Crew Seat, Soft Trim and Drinks Trays.

Ref: 6788

#### 1993 K VOLVO B10M MK III JONCKHEERE DEAUVILLE 45L, 50/53 RECLINING SEATS

Exterior Cream & Red, Interior Brown Moquette, Radio, Pa, Stereo, Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Webasto, Tinted Windows, Curtains, Continental Door and Crew Seat Choice of various similar vehicles

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Ref: 7008



## 1992 J VOLVO BIOM EXCALIBUR 49/53 RECLINING SEATS

Exterior White, Interior Grey Moquette, Radio, Pa, Cassette, TV, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Crew Compartment and Wiring for Video.

Ref: 6735

## 1989 F VOLVO BIOM PLAXTON PARAMOUNT 3500, 51/53 RECLINING SEATS

Exterior White, Interior Grey, Red and Orange Moquette, Radio, Pa, Cassette, TV Box and Wiring for Video, Driver Operated Door, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat and Crew Compartment

Ref: 7027

## 1992 J SCANIA K113 PREMIERE 350, 49 RECLINING SEATS

Exterior White, Interior Fawn Striped Moquette, Radio, Pa, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Crew Compartment, Soft Trim, Fridge, Hot Water Boiler, Footrests, Wire for TV and Alloy Wheels.

Ref: 6668

## 1992 J SCANIA K113 PREMIERE 350, 49 RECLINING SEATS

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Ref: 7028

## 1993 K MERCEDES OH16 28 JONCKHEERE DEAUVILLE 45L, 49 RECLINING SEATS

Exterior Green, Yellow, Orange and Brown, Interior Grey Moquette, Radio, Pa, Cassette, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Tinted Windows, Continental Door, Crew Seat, Coolbox and Drinks Machine

Ref: 6707

## 1988 PRIVATE SCANIA K112 TIR PLAXTON 4000 DOUBLE DECKER, 16 LOWER AND 53 UPPER SEATS

Exterior White, Blue, Yellow and Green, Interior Brown and Orange Moquette, Radio, Pa, Cassette, TV/Video, Driver Operated Door, ABS, Rear Locker, Toilet, Double Glazing, Tinted Windows, Webasto, Curtains, Continental Door, Twin Crew Seat, Fridge, 3 tables and Water Boiler.

Ref: 7039



## 1992 J MANUAL 10.180 JONCKHEERE DEAUVILLE P35, 28/30 SEATS

Exterior White, Interior Grey C/S Moquette, Radio, Pa, Cassette, Wired for TV, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Saloon Toilet, Double Glazing, Tinted Windows, Curtains, Crew Seat, Air Suspension, Black Carpet to Gangway, Spare Wheel, 3 Part Screen, Payage Window, Servery at rear.

Ref: 6766

## 1990 G LEYLAND TIGER (CUMMINS 290) PARAMOUNT 3500, 49 RECLINING SEATS

Exterior White, Interior Grey Striped Moquette, Radio, Pa, Stereo, Driver Operated Door, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Webasto, Curtains, Continental Door, Crew Seats, Crew Compartment, Soft Trim, Aircraft Lockers and Wiring for TV/Video.

Ref: 6574

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# 'Bureaucracy gone mad'



**Putting new ideas into practice is fraught with red tape, says Colin Ebdon**

**K**ENT operator Ebdon's Tours' attempt to attack the schools market with purpose-built vehicles has been delayed by bureaucracy.

Now, md Colin Ebdon says he's losing his patience with the system, which has been laced with red tape since he put his school transport plan into action this June. And though the Autumn term has already started, he still hasn't solved all his problems.

Downward pressure on school contract prices — which, in Mr Ebdon's view, has led to some operators running at a loss — has kept the Sidcup-based firm out of the schools market. But this Summer, prompted by one of his frequent visits to the USA, he decided to attack the market with a novel plan.

"I wasn't going to join in the mayhem running my coaches on school work, but I wanted vehicles cheap enough to do the work without compromising safety," says Mr Ebdon. "I decided it wasn't my choice to stay out of school contracts... I felt I had to do something about the situation to prove a point."

Having bought five former British Airways airtsite Dodge Vanguard buses for £2,500 apiece, he set about converting them to no-frills, dedicated schools vehicles and is now well on the way to completing the job.

The buses are 'naturals' for the conversion, with wide entrance doors and a spartan interior, a reliable Perkins engine and tough Allison automatic transmission. A large 'boot' at the rear came out to be replaced by level floor, and seatbelted bus seats are



fitted throughout - though top speed of the Dodges is about 50 mph.

He hasn't stopped there. Alternately flashing amber lights front and rear, plus ample signage, leave motorists in no doubt as to the purpose of the buses stopping. The result is buses which are simple, extremely robust and with mileage which doesn't reach six figures due to their previous life on the runway.

However, Mr Ebdon reached the first hurdle when he tried to register them as PSVs and found he'll have to get VTP5 type approval certificates. Although the buses sailed through annual test and Mr Ebdon adhered to the paperwork, he claims the inspecting officer has broken appointments and his inquiries have been met with stony silence.

"It's a time thing. It shouldn't take so long to get these things done. Maybe some people just go along with it, but not me," says Mr Ebdon. "There's one guy in the



**No doubts about vehicles' purpose**



whole of the south-east who's meant to approve alterations, then he doesn't turn up."

It's a far cry from Mr Ebdon's experience of America, where approval of virtually anything from buses to buildings takes hours rather than days. Mr Ebdon says the pile of paper which builds every day on his desk is bureaucracy gone mad.

Latest struggle has been trying to get extra O discs. For two months, Mr Ebdon says he waited patiently for them to arrive only to be called, on the eve of the start of term, for an interview with the traffic commissioner. By contrast, he says he knows of 'side-of-the-road' operators whose discs have been with them in a matter of weeks, no questions asked.

"I'm all for enforcement. I believe totally in the aims of the Vehicle Inspectorate and the traffic commissioners. But they place obstacles in the way of operators running well-maintained fleets," he says.

None of this has dissuaded Mr Ebdon from pushing ahead with his school plan. His dream is to run a separate operation based on school contracts, with a complete fleet of dedicated buses. He has no confidence in the system or local government to provide - and pay for - the service schools deserve.

"Years ago, just after deregulation, I had a feeling things were moving the right way. But it's become hard work. Operators are getting cheaper and cheaper while coaches get dearer. We haven't learned."

That's very much a reflection on schools work, but Mr Ebdon believes it shouldn't be so: "Why do we put cheap seatbelts on a seat that is going to pull through the floor? Why don't we take school transport a stage further?

"I am 100 per cent sure we should be running dedicated, safe school vehicles, built for the job. It should be a separate system, perhaps Government run. For heaven's sake, why don't we do this properly?"

**Flashing amber lights and ample warning signs were fitted at Ebdon's**

CBW

**PLAXTON**

## Pointers to be joined by Excels

GILBERT Kinch's five low-floor Plaxton Pointers will be joined by two Optare Excels as he upgrades his fleet. The delivery (CBW, 7 September) is claimed to make Kinchbus, based in Loughborough, the most modern bus fleet in the country.

The 28 vehicles are all L registered or younger and, according to Mr Kinch, are attracting new passengers at an unprecedented rate.

■ Kinch gets new competition...see this week's news pages.

**PLAXTON**

## Jewells in Isle's express

Fifteen more Premier vehicles which generate

by Mark Williams

THE latest batch of Bus Éireann's order of 35 Plaxton Premieres went into service on the Irish company's west-coast routes recently. The 15 vehicles, built on Volvo B10M chassis, join a fleet of more than 100 express coaches which, together, generate £23.5 million turnover for the state-owned company. They will serve the busy corridor between Cork and Derry, used extensively by local people and tourists in the absence of any trains.

The vehicles are standard 53-

**WRIGHTS**

## Wright f

COWIE subsidiary County Bus & Coach has had three Wrights Crusader 41 seaters delivered.

The Dart SLF-based vehicles replace double decks on the company's Hertford-Ware Lea Valley service, where the style and durability should pay a dividend, says commercial director Mark Yexley.

"Both County Bus and Cowie Leaside run fully-accessible Wright Pathfinders and step-entrance Handybuses," said Mr Yexley. "As we know from experience, the buses will last a long time thanks to Wright's bolted aluminium structure."

The Crusaders will allow for three buses an hour, with cut-price fares being offered to attract rail commuters and shoppers. The change will be

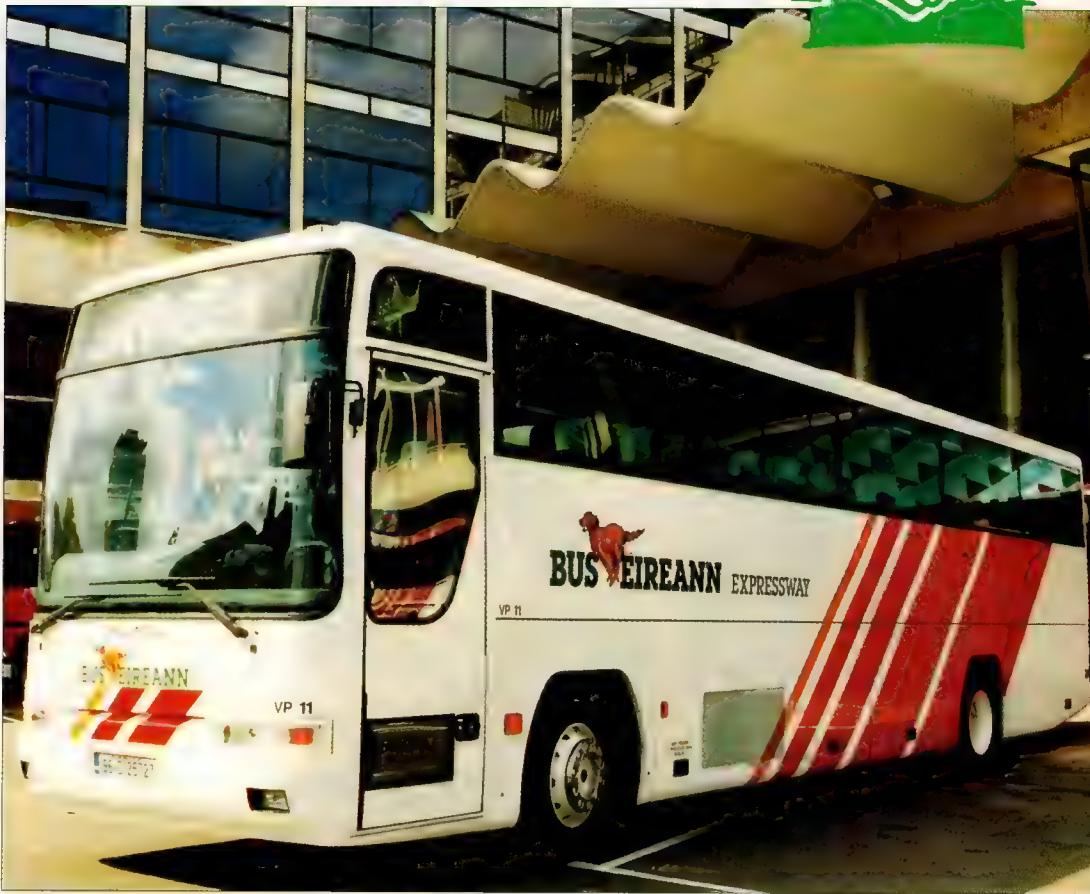


# Emerald express fleet

100  
£23.5 million turnover

seaters favoured by the Dublin-based operator, though they are a diversion in that they have manual rather than automatic gearboxes. All the vehicles are leased. Ireland has embraced express coaching wholeheartedly and, despite its relatively small population, provides five million passenger journeys annually.

"There's little if any scope for new routes," said a Bus Éireann spokesman. "We are now concentrating on improving frequency and fine-tuning the connections with bus services and with the ferries."



## ALF MOSELEY CONTINENTAL

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announced via 14,000 leaflets, bus-stop posters and other promotions.

● In its 50th anniversary year, Robert Wright of Ballymena has won orders for a further 38 buses from FirstBus... this time all in low-floor style.

Thirty 10.8-metre Crusaders on Dart SLF will be going to GMB North, while eight Axcess-ultralow full-sized buses on Scania's L113 chassis will be shared between Lowland Omnibuses and Midland Bluebird.

FirstBus says the orders have stayed with Wrights, Dennis and Scania because, even on low-floor vehicles, there is some parts commonality.

FirstBus' full vehicle order will be announced within the next four weeks.

A DEPARTURE from Comfort Holidays' usual DAFs, this Javelin 290-based Marco Polo was chosen for its economy... but equipped with some of the best seats money can buy.

The Chesterfield-based operator decided its corporate client base deserved something better than the usual standard, and has had 49

Fainza Americia Star seats fitted — complete with seatback tables, magazine nets, and adjustable footrests and headrests.

"We thought we'd go that little bit further with the interior," said joint proprietor Peter Dawson. "We are very pleased with the comfort of the seats, and of the floor-mounted

toilet, which is particularly spacious."

The three other coaches in the Comfort Holidays fleet are DAF-based and the minibus Leyland DAF, but the decision to buy Javelin has so far seemed a good choice, said Mr Dawson: "We may be used to the 11.5-litre power of DAF, but we're pleased with the Javelin. It's very

torquey, and we're hoping we can get the 14 miles per gallon we hear about."

Comfort Holidays runs the usual range of work, including its own Summer tours, tour contracts and work for Crusader of Barnsley but, during Winter, its commitment can be even greater, hiring in coaches to make up a requirement of up to nine vehicles a week.

The niche? Comfort Holidays runs bespoke skittle-playing holidays in the south west which have earned such a reputation for quality that the operator lays down specifications for the skittle alley!

CBW



## Good read

AN excellent little booklet, *Skills For Engineers and Everyone*, which touches on the responsibility of fleet engineers for health and safety is on sale at £3.50.

The 60-page pocket guidance book has been produced by the Institute of Road Transport Engineers, and edited by Bill Spencer. It is extremely readable, giving straightforward advice in every area of safety, including COSHH (Control of Substances Hazardous to Health) and HSE regulations, best practice, performing safety audits, signage and noise reduction.

It is not, of course, a complete reference but gives addresses for other sources of information and, as a straightforward reminder of the chief engineer's duties, it should be regarded as absolutely essential reading.

Copies of *Skills For Engineers and Everyone*, can be obtained for £3.50 including post and packing from the IRTE, 22 Greencoat Place, London SW1P 1PR

## Novel trolley jack

COWIE Grey Green has solved wheel-changing problems by equipping depots at Barking and Stamford Hill with a novel trolley jack.

In the past, fitters have had to use bottle jacks — which meant them climbing under the coach or bus — or cart around heavy hydraulic trolley jacks. Now, they use Lift-Fix's Pasquin air jack, which uses the vehicle's air system to take the load.

"The Pasquin jack is a really good piece of kit, and very popular with our mechanics as it is safe and easy to use," said chief engineer Ron Barnard.

"It is also compact and light enough for one man to lift in and out of the short-wheelbase Land-Rovers we use for service call-outs."

Further details from Philip Hodges at Lift-Fix, on 0115 945 2473, fax 0115 923 3713.



Cowie Grey Green has switched to Pasquin air jacks

# Do-it-yourself PR

Mark Williams looks at some of the latest products on the market for coach and bus operators

**D**IY PR for Business is a simple piece of text-based software which, for the hard-pressed operator, could generate press coverage at little expense.

It runs on any PC with Windows or MS-DOS, ideally in colour, and is little more than a 'book' of suggested texts for press releases. The coverage of types of events is excellent, however, and the text itself passes as competent English...more than can be said for releases from some 'professionals'.

Using cut and paste functions, the texts can be imported into any word processor for edit-



ing — usually this means little more than adding names, addresses, times, products and other details.

The programme also includes a volume of useful tips for making the most of PR opportunities and, as a special promo-

tion, a separate media database tailored to the operator's market free of charge.

The value of *DIY PR For Business* — it costs £39.99 inclusive of VAT and postage — will depend largely on the expertise of the operator but, in our opinion, opportunities for public relations (as opposed to advertising) are largely ignored by many coach and bus operators.

Even if all *DIY PR* does is prompts operators to send out the occasional press release, it will quickly pay for itself several times over.

Get a copy from CCA Software, on 0161 429 7095.



## Lightweight grinders

MAKITA has introduced a new range of mini-grinders ideal for body shop preparation.

The lightweight machines with high-torque 540 watt motors come in 4 inch, 4½ inch and 5

inch sizes. They feature special, Labyrinth seals to prevent dust reaching moving parts, and turbo fans to blow it clear of carbon brushes and switches.

Details from Makita stockists.

## New image

A VINYL laminate which traps print between layers of clear plastic may transform modern vehicle livery. Claimed to be graffiti-proof, FasCal EPM System 3 uses electrostatic processes to pick up full-colour, digital images, then sandwiches them under a layer of vinyl film. With its sister products, Systems 1 and 2, it could provide extra scope in vinyl logo design.

Details from Avery Dennison Marking Films, Gardner Road, Maidenhead, Berks SL6 7PP, tel: 01628 764160. **CBW**

## Battery deal

BATTERY maker Varta is offering its Super Heavy Duty batteries at only Heavy Duty prices until the end of the month, a saving of 25 per cent over normal prices. The Super HD has vibration proofing, thicker plates and separators with glass mats to give reliable service for coaches with such features as refrigeration and additional lighting. They will start the vehicle with a much lower charge than normal, heavy-duty batteries.

Details of the deal are available through your local stockist.

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**'89 SCANIA K93 DUPLE 320.**

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**'92 MAN JONCKHEERE DEAUVILLE.**

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**'92 SCANIA K113 PLAXTON 3500.**

51 R + C, toilet, radio/PA/cassette

**'93 VOLVO B10M PLAXTON PREMIERE.**

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**'93 SCANIA K113 PLAXTON EXCALIBUR.**

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## DAF

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## DAF DKFL

1983, private plate, 57 seater, Plaxton 3200, MoT May '97

**£23,500 ono**

**Tel: 01626 66580**

64989/DAF

### 1985 DAF MB200 Plaxton Paramount 3500

53 reclining seats, low driver, rear continental door, Blaupunkt radio/PA, curtains. Well maintained and excellent condition throughout, must be seen. MoT April '97

**£33,950 + VAT**

**Tel: 01992 572447**

64909/DAF

## DENNIS

### 1989 DENNIS JAVELIN PARAMOUNT 3200

53 reclining seats, curtains, tinted glass, O/S door, radio cassette, sold with new MoT

**£48,250 ono**

Tel:

**(01922) 401338**

65032/DE

1985 (B) DENNIS DORCHESTER, Plaxton Paramount 3500, 55 reclining seats, Gardner engine (recent overhaul), recent semi auto gearbox, white exterior, clean and tidy, MoT 11/2/97, £19,500 + VAT. Tel: 01704 821245.

65034/DE

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### DAIMLER FLEETLINE

77 Seats, 1977, test 6/97, tidy reliable bus used daily

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Phone: 01580 240522

Fax: 01580 241629

64828/DD

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Some work available.

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0191 414 2384 (eves).

65027/DD

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T & V Reg, Leyland 680 Engine, powered steering, N. Counties, 70 seater, can be upseated to 74, MoT 11/96 & 8/97

**£3,950 & £4,750 + VAT**

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(Kent)

65081/DD

1975

### DAIMLER FLEETLINE

Alexander body, 83 seats, MoT 5/97

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Tel:

**01555 840249**

68465/DD

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65080/DD

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65103/FO

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65028/FD

1982 FORD R1114 PLAXTON SUPREME VI. Double glazed windows, power door, MoT April, '97, taxed, excellent condition. Offers. Tel 01934 833177.

65106/FO

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FREIGHT ROVER 2L, petrol (D), high top, 14 seats or 12 + 2 wheelchairs, Henderson hideaway lift, 67,000 miles. Ideal PH, no rust, vgc, class 5, MoT August '97, available 21/9/96, £2,600 ono. No VAT, no timewasters. A. & R. Travel. Tel 0116 2313 548.

64976/FR

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P-T Reg Leyland National 1, 49/41 seats, some with long tickets, 15 to choose from  
Prices £2,000-£3,000

### W Reg Leyland Leopard,

Fitted duale Dominant 47 seat service bus body, power steering and semi auto box, being recertified  
P.O.A.

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Fitted Duple 340 Coachbody, 53 reclining seats, express doors, ticket May '97, one only  
£16,000

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Ferry Lane, Rainham, Essex, RM13 9BU

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Fax: 01708 631086

65063/LE

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64991/LE

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65037/LE

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64988/MAN

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65105/ME

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64862/MB

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64126/MB

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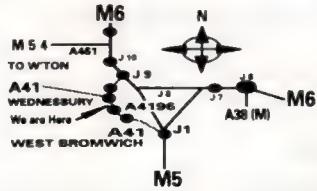
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1994 VOLVO B10M JONCKHEERE DEAUVILLE, 55 recliners, radio/PA

1988 E VOLVO B9M VAN HOOL ALIZEE, 38 reclining seats, toilet, cont door, T.V.,

video, radio/P.A./cassette

1978 VOLVO B58 PLAXTON VIEWMASTER, 53 seats

1977 VOLVO B58 PLAXTON SUPREME, 53 seats

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1982 LEYLAND LEOPARD ECW SERVICE BUS

### MAN

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65059/V0

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1982/3 B10M DUPLE GOLDLINER IV, 46 seats + toilet - choice

#### DAFS

1983 SB2300 JONCKHEERE P50, 53 seats, private plate, TV and video, full test  
1982 MB200 12m PLAXTON SUPREME V, 53 seats and courier, test March 97, private plate

#### LEYLAND TIGERS

1983 DUPLE DOMINANT IV, single tinted glazing, 55 retrimmed seats, 12m, express doors, semi auto gearbox, full test  
1983 DUPLE DOMINANT IV, single tinted glazing, 53 seats, 11m, express doors, semi auto gearbox, testing now

#### LEYLAND LEOPARD

1980 DUPLE DOMINANT 1, Phase II, Express IIm, 53 seats, Oct test  
LEYLAND NATIONAL

MkII 680 ENGINE "B" SERIES SPEC, 49 seats, testing now  
LEYLAND ATLANTEANS

1977 AN68's ALEXANDER BODIES, 82 seats - choice

1978-80 AN68's ALEXANDER BODIES, 86 seats - choice

#### DAIMLER FLEETLINES

1977 ALEXANDER BODIES, 74 seats - choice

#### BRISTOL

LHS 1975, PLAXTON SUPREME EXPRESS, 33 seats, test April 97

#### BEDFORD

1977 CAETANO 53 seats, test DoE

#### MINIBUSES

1987 MERCEDES 609D, 19 coach seats, power steering, luggage racks, boot, tinted glass, full test, due soon

1987 DODGE 50 SERIES, ALEXANDER BODIES, 25 bus seats, Perkins turbo engine, auto gearbox, full test - choice

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**90 TRANSIT LWB**, Petrol, 12 seats

**90 OMNI**, 12/16 Power door, 4 wheel chairs. PSV air suspension, low mileage, choice of 2.

**90 DUPLE 425** Cummins, 50 recliners, toilet, TV

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**90 TRANSIT**, 12 seat diesel PSV

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**89 MERCEDES 208D**, 12 seats

**89 TRANSIT Diesel**, 14 PSV tested

**89 DAF BERKHOFF**, 75 seat exec d/deck, toilet, monitors, good trim, ready to work, tested

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**88 TRANSIT** 14 diesel, PSV, tested

**88 LEYLAND SWIFT**, 32 coach & wheelchair lift, auto

**88 FREIGHT ROVER**, 16 diesel, PSV coach

**88 TRANSIT**, 12 PSV, SWB, Diesel

**88 F MERCEDES 709**, 21 coach spec

**88 TRANSIT**, 12, Petrol

**88 TRANSIT**, 14 diesel, PSV

**88 MERCEDES 814**, 29 seat, 6 cyl, p/door

**88 VOLVO B10 Plaxton 3500 exec**, 55 seats, TV

**87 TRANSIT**, diesel, new shape, 16 service bus

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**86 RENAULT DODGE**, 20 service, auto

**86 VOLVO B9**, Plaxton 33 coach seat + boot and standees. Autobox

**86 VOLVO B9**, 32 + standees PSV, side seats. Plaxton

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**84 MAN VAN HOOL ASTRON**, 61 seats, toilet, TV

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**83 DODGE R BURGESS**, diesel, auto, 17 F dr.

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1988 E VOLVO B10M PLAXTON PARAMOUNT 3500, 53 retrimmed Graffiti reclining seats, courier, Telma, double glazing, POD, radio/PA.....	£59,500
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1987 PP VOLVO B10M GLE JONCKHEERE JUBILEE 599, 310 BHP, splitter, telma, 49 reclining re-trimmed seats (Graffiti), Courier, rear sunken toilet, fridge, boiler, bunk, TV/radio/PA.....	£59,500 £57,500
1987 VOLVO B10M BERKHOFF ESPRIT 340, 49 retrimmed Vogel reclining seats, courier, centre sunken toilet/continental door, boiler, 2 TV's, radio/PA. Choice of 2 .....	£42,500
1986 VOLVO B10M JONCKHEERE JUBILEE 599, 51 reclining seats, courier, rear sunken toilet/continental door, double glazing, radio/PA, TV.....	£45,000
1986 VOLVO B10M CAETANO ALGARVE, low driver, 49 reclining seats, courier, centre sunken toilet/continental door, air conditioning, radio P/A .....	£35,000
1983 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 reclining seats, courier, double glazing, Webasto, radio + PA, new test.....	£32,500

## OTHERS

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1993 K SCANIA K113 VAN HOOL ALIZEE H, 49 reclining seats, courier, centre sunken demountable toilet/continental door, retarder, d/glazed, bunk .....	£99,500 £95,000
1986 PP LEYLAND TIGER Z45 VAN HOOL ALIZEE H, manual, 53 recliners, courier, radio/PA .....	£42,500
1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV .....	£35,000
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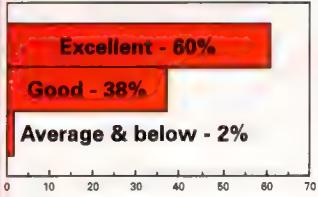


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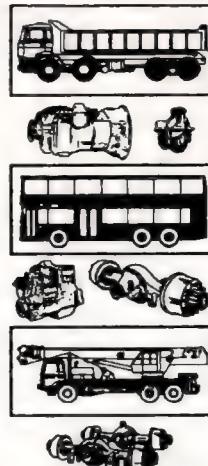
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MALE, non-smoker, 35 years old, seeks interesting Admin/Management post within a reputable and enterprising bus company - Class 1 (Manual D&E), 15 years CPC National and International x both passenger and freight (A-E), MBC/RSA CRPT. Full CV stating experience available on request, very flexible and loyal, prepared to relocate. Tel: 0142 472 1066 Hastings. 64898/WW

**COACH AND BUS  
WEEK**

**CLASSIFIED DEADLINES**

**Booking**  
TUESDAY 1600

**Bookings  
requiring Proofs**  
MONDAY 1200

**Cancellation**  
MONDAY 1200

## London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport routes:

64 Thornton Heath - New Addington

130 West Croydon - New Addington

X30 West Croydon - New Addington (Express)

197 Croydon - Norwood Junction

289 Elmers End - Purley

312 South Croydon - Peckham

314 Eltham - New Addington

These routes will be tendered on the basis of net cost contracts.

If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage.

However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 18th October 1996 in order to receive invitations to tender for the above routes.

Pre-qualification documents are available by writing to:

Mr T Wynne

Buyer

London Transport Buses

172 Buckingham Palace Road

London SW1W 9TN

Telephone 0171 918 3812



London Transport  
Buses

# You know the name..... but what's the number?

## FIND IT HERE IN THE INSTANT PHONE GUIDE

### A — A

AK Carpets, Coach carpets and trim tel: 01254 871879

Autoglass Coach & Bus Services London ..... 0181 903 6500  
South East ..... 01293 525155  
East Anglia ..... 01603 788251  
South Coast ..... 01202 676040  
South West ..... 01454 620515  
Wales ..... 01792 790060  
Midlands ..... 0116 275 0271  
North ..... 0161 624 0025  
Tyneside & Cumbria ..... 0191 491 0529  
Scotland South ..... 0141 347 1066  
Scotland North ..... 01224 647089  
Dial free throughout UK 0800 222 777

Automate Wheel Covers, Wheel Trims, Ashtrays etc.  
tel/fax: 01274 862700

A quality engine call Actionform  
tel: 01902 714242

Actionform Ltd  
Engine refurb.  
tel: 01902 714242  
fax: 01902 22880

A.V.T., suppliers of in coach audio video and public address.  
tel: 01386 831777

### B — B

Beral Brake Linings  
Roadlink International  
tel: 01902 636206

Belaco Ltd, Brake linings  
tel: 01298 811236

Berkhof, Ave-Sales, Parts & Services tel: 01344 861787

British Furtex Fabrics,  
suppliers of quality moquettes for Coach and Bus Industry  
tel: 01422 882161

Bryden Riveting Machines  
Roadlink Int'  
tel: 01902 636206

Buss Bizz, Vehicle spares  
tel: 01962 715555/715566

Busparts, for windscreens, body and chassis parts  
B/Ham: 0121-524-1200  
Bristol: 0117-955 4955  
London: 01932-569 177

Bus & Coach Glazing (Anston)

tel: 01909 551188  
Bus & Coach Glazing (Barrhead)  
tel: 0141 8761177  
Bus & Coach Glazing (Ware)  
tel: 01920 485996  
Freephone: 0800 220077  
Insurance Company Approved

### C — C

Carlyle parts for Van Hool wind screen, body & integral chassis parts. tel: 0121 524 1200

CONCEPT AV  
Audio, visual, toilets.  
tel: 0161 877 7777  
Confederation of Passenger Transport UK tel: 0171 831 7546

Computer Systems and Software A.K.M. tel: 01270 250829

C.Anthony Wood & Co Accountants  
tel: 0181 866 8232

C.P.V. CONVERSIONS, Alpha-Tec. tel: 01132 329559

CCS 24hr Coach Mobile  
B/Down Svc tel: 0181 5617838

Coach Wash, Armchair  
Brentford tel: 0181 568 8227

Cornish-NW, Insurance  
tel: 0151 5461282

D — D

Driver Seats: Thomas Scott & Co.  
tel: 0141 763120

DB. Associates Business  
Consultants tel: 01799 540513

Dennis Specialists Vehicles  
tel: 01483 571271

E — E

Elite Services  
Seatbelt specialists

tel: 0161 480 0617  
Engines, Preston Engines.  
tel: 01772 651629

F — F

Fuel Management Equipment by  
Triscan tel: 01254 682111

G — G

Gary Smith, Spares and recovery  
tel: 01789 267990

Gauntlet Insurance, Bus, Coach and Fleet Insurance  
tel: 01132 448686

H — H

Hindle Auto for Engines and ZF Trans.  
Tel: 01274 732284

A TO Z  
DIRECTORY  
Telephone Numbers at a Glance

I — I

Insurance, Robin Huckle and Co Ltd. tel: 0121 454 8878

K — K

KONI Shock Absorbers,  
Roadlink Int' tel: 01902 636206

Kirkby Coach and Bus  
Sheffield tel: 01909 551166

L — L

Lockerbie P.S.V. Consultants.  
Agents for Onyx, Nutrack and Cacclamali.  
tel: 01228 562414/0378 041151  
or N.E. Agent on 0860 795598

Leyland Engines, call  
Actionform! tel: 01902 714242

M — M

Mobile Vehicle Lifts – Prolift  
tel: 01432 350330

Mobile Vehicle Lifts – Prolift  
tel: 01432 350330

MAN Truck & Bus UK Ltd  
Swindon tel: 01793 490231  
Mercedes Benz  
(United Kingdom) Ltd  
tel: 01908 24500

### N — N

Nationwide Seatbelts  
tel: 01621 840722

Neoplan  
For Parts & Service  
tel: 01709 700600

Nightbright P.C.V. Cleaning  
Specialist tel: 01850 174029

Northern Counties Ltd  
Bus Bodies tel: 01942 212135

Paul Gardner, Engineering Ltd  
tel: 0161 787 7357

Plaxton Parts & Service  
Anston tel: 01909 551155  
Direct Parts tel: 01909 550044

Plaxton Parts & Service  
Barrhead tel: 0141 8815625  
Direct Parts tel: 0141 880 8008

Plaxton Parts & Service  
Ware tel: 01920 462383

Andy Powell Commercials  
Vehicle spares  
Tel: 01432 341085  
Fax: 01432 342302

Prolift, Mobile Vehicle Lifts  
tel: 01432 350330

R — R

Reg. Plates, Tayside Numbers:  
tel: 01382 350245  
Registrations: National Numbers  
tel: 01642 360066

R & H Engineering Services –

tools and polybush specialists  
tel: 01492 573320

Roberts Transmissions  
semi - auto gearboxes  
tel: 01637 881596

### S — S

Scania Bus & Coach UK Ltd  
Contact: Ian Hall  
Tel: 01909 500822  
Fax: 01909 500165

Somers Vehicle Lifts  
tel: 0121 501 1077

Screen Savers, Glazing  
tel: 01831 551166

Southern Trimmers  
tel: 01443 710240

Southcoast, Trimmings  
tel: 01703 660676

Spares – Alco Passenger  
Vehicles  
tel: 01895 820760

Steamy Windows, J W  
Glass tel: 01283 32418

Seatbelts: Pennine Coach  
Painters tel: 01226 204059

Swire Fraser Limited,  
Lloyds Insurance Brokers,  
Tel: 0171 2041367  
Fax: 0171 2041484

### T — T

Toyota GB tel: 01737 785320  
After Sales tel: 01737 785213

Transport Studies CPC, training  
tel: 01254 823921

Transmissions, U.K. Diesels  
tel: 01703 652288

### U — U

UNIFORMS UNLIMITED  
FAX & TEL: 01423 528275

### V — V

Vulcan Eng, Seats&Hand Rails  
Halifax tel: 01422 202840

### W — W

Wrightsire Insurance Services  
Limited, tel: 01708 865533/  
0151 724 2266

**Coach and Bus Week – Tel: 01733 467144**



# Coach and Horseman.

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**OPTIMO III**

**THE COACH IN FRONT IS A  TOYOTA**



FOR MORE INFORMATION PLEASE CONTACT STEVE PRIME, COACH SALES MANAGER, TOYOTA (GB) LTD, THE QUADRANGLE, REDHILL, SURREY. TELEPHONE 01737 768585. ERRINGTONS OF EVINGTON, LEICESTER. TELEPHONE 0116 2730421. MOSELEY (PCV) LTD, DONCASTER. TELEPHONE 01302 330600. MOSELEY DISTRIBUTORS LTD, LANARKSHIRE. TELEPHONE 01236 422445. MOSELEY IN THE SOUTH LTD, TAUNTON. TELEPHONE 01823 324926. SALVADOR CAETANO (UK) LTD, HEATHER. TELEPHONE 01530 263333. YEATES BUS AND COACH SALES LTD, LOUGHBOROUGH. TELEPHONE 01509 217777.